

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 29.84

March 11, 1914. Temperature 6 a.m. 65, 2 p.m. 75.
Humidity " 97, " 89

March 8, 1913. Temperature 6 a.m. 62, 2 p.m. 66.
Humidity " 71, " 78

2732 晚五十月二年寅甲

WEDNESDAY, MARCH 11, 1914.

三拜禮 號一十月叁英海曆

\$36 PER ANNUM
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TELEGRAMS.

MILITANT MADNESS.

FAMOUS PICTURE DAMAGED.

[Reuter's Service To The "Telegraph".]

London, Received March 11.
A suffragist named Mary Richardson was arrested in the National Gallery while in the act of slashing into six pieces the famous picture of Venus by Diego de Silva Velasquez, which cost £240,000.

Mrs. Pankhurst and Venus.

The woman Richardson, in a statement, said she destroyed the picture of the most beautiful woman of mythology as a protest against the Government destroying Mrs. Pankhurst, the most beautiful character of modern history. Any outcry would be mere hypocrisy.

Later she appeared at Bow Street Police Court and was committed for trial, bail being refused.

It is estimated that the picture has depreciated to the extent of £10,000, and that the repairs will cost £100.

Collection Closed.

The Wallace Collection in the National Gallery has been closed until further notice.

THE EPIRUS QUESTION.

CONCESSIONS TO GREECE.

London, Received March 10.
Reuter's correspondent at Athens states the Triple Alliance has notified that it is prepared to approve a slight modification of the Epirus frontier in favour of Greece, and will use its influence to secure equality of religion and language throughout Albania. It will recommend to the Prince of Weid other Greek wishes, including the employment of Epirotes in the Gendarmery.

A "Terrible Sacrifice."

The Chamt held an all-night sitting discussing the Government's policy in Epirus. M. Venezelos, the Premier, explained the impossibility of opposing the Powers still, and advised Epirotes to abandon resistance, from which there was nothing to be gained. He hoped the people of Greece would accept the terrible sacrifice bravely.

GENERAL ELECTION.

INSURANCE RATES RISE.

London, Received March 10.
Insurance at Lloyd's against a General Election before June 30 has risen from 15 to 30 guineas within a week.

MEXICAN AFFAIRS.

THE FIGHTING RENEWED.

London, Received March 10.
Reuter's correspondent at Mexico City states that President Huerta has telegraphed a peremptory order to the Federal Commanders in the field to begin an aggressive campaign to-day against the rebels in the North.

The despatch contained a caution to give protection to foreigners, and warning recipients of the message that they will be held responsible for any neglect of this precaution.

TELEGRAMS.

HOME RULE.

DIVERSE OPINIONS.

[Reuter's Service To The "Telegraph".]

London, Received March 10.
During the debate on Home Rule in the House of Commons Mr. Ramey Macdonald, in the course of his remarks said—"Let us have peace if we can. If we cannot, let us have Home Rule." He added that the Labourites did not wish for a General Election until the Bill had passed.

Mr. Tim Healy said he would rather have no Bill than one with the proposed modifications.

Press Comment.

The Unionist Press generally takes Sir Edward Carson's standpoint that the six years' limit is impracticable. The Times, Daily Mail, Standard and Daily Graphic declare that Mr. Asquith's offer is doomed to failure unless he abandons the time-limit.

The Morning Post says that Mr. Asquith was simply manoeuvring for position in view of the inevitable appeal to the country.

The Daily Telegraph declares that Mr. Asquith has confessed that he has been beaten by the Ulstermen. He must go further, or yield to the demand for a General Election. The Government's prestige has been shattered by an eleventh hour concession.

The Daily News says that the Government's generosity has exceeded expectations. It is the thick, not the thin, end of the exclusion wedge. If adopted, Irish unity will be severely endangered; if rejected, the country will expect the Government to no longer temporise, but severely repress rebellion.

The Daily Chronicle expresses the opinion that the time-limit is not a very material point.

Lord Milner's view.

Lord Milner, in a letter to the Times regarding Mr. Asquith's statement, says that the statement makes it imperative for the signatories to the recent Covenant to redouble their appeal to the nation to make it clear to the forces driving Mr. Asquith that a more generous offer must yet be made.

"A Great Advance."

The impression in the Lobby is that a great advance has been made towards a settlement on Home Rule; certainly the civil war menace has been vanished.

Compromise Likely.

Yesterday's discussion is not accepted as conclusive. The position is admittedly difficult, but it is hoped that a further debate will lead to a compromise, though possibly not before the Bill reaches the House of Lords.

Next Debate.

The second reading of the Home Rule Bill will probably be resumed on the 30th inst.

OBITUARY.

MR. ERNEST DRESDEN.

London, Received March 11.
The death is announced of Mr. Ernest Dresden, the racehorse owner and sportsman. (In 1913, Mr. Dresden won eighteen races of the value of £6,729.)

M.C.C. TOUR.

THE FINAL GAME.

London, Received March 11.
Reuter's correspondent at Newlands states that the M.C.C. played a drawn game with the Western Province in the final match of their tour.

TELEGRAMS.

GERMANY AND RUSSIA.

TENSION RUNNING HIGH.

[Reuter's Service To The "Telegraph".]

London, Received March 10.
Reuter's correspondent at Berlin states that the alleged Russian danger was first given prominence to in an article which appeared in the Koelnische Zeitung on the 4th and 5th inst. It is now beginning to dominate public discussion.

The Berliner Tageblatt declares that Germany and Austria have too long yielded to the Russian menace and every further encroachment must be met with an absolute veto.

The Lokal Anzeiger says the persistent poisoning of Russian opinion against Germany may ultimately result in the exhaustion of German patience.

The National Zeitung says it is reported from Munich that a new Army Bill authorising the rearmament of the German Artillery at a cost of £25,000,000 is in prospect.

Reuter's correspondent at St. Petersburg states that official communiques deny that M. Poutiales or any member of the Embassy is in any way connected with the Koelnische article.

Later.
An editorial anti-Russian campaign is proceeding in Germany. The fact that the agitation is allowed to continue unhindered indicates that it is favoured in authoritative quarters. The opinion is expressed that fresh demands on the German taxpayer are contemplated.

N.D.L. COMPANY.

EIGHT PER CENT. DIVIDEND.

London, Received March 10.
Reuter's correspondent at Berlin states that the Norddeutscher Lloyd declares a dividend of 8 per cent.

H.A.L. ENTERPRISE.

NEW STEAMER SERVICE.

London, Received March 10.
Reuter's correspondent at Sofia states that the Hamburg Amerika Linie on April 15 starts a direct service between Levant ports and America.

PLUMAGE BILL.

READ A SECOND TIME.

London, Received March 10.
The House of Commons has passed for second reading a Bill prohibiting the importation of plumage, by 297 votes to 15.

UNEMPLOYED TROUBLE.

A FIGHT IN SACRAMENTO.

London, Received March 10.
Reuter's correspondent at Sacramento states that 300 Deputy Sheriffs, armed with pickaxe handles, fought 800 unemployed as the result of the arrest of "General" Kelly and eighteen followers. Many heads were broken.

The unemployed, who belong to the Industrial Workers' World, which raided the churches in New York on the 6th inst., were scattered by a fire-bomb.

TELEGRAMS.

THE SUFFRAGISTS.

WAR ON SIR E. CARSON.

[Reuter's Service To The "Telegraph".]

London, Received March 10.
The suffragists have declared war on Sir Edward Carson, considering as unsatisfactory the interview he accorded the women yesterday who waited at the door of his house in London since Thursday last.

A Battle in Glasgow.

London, Received March 10.
Mrs. Pankhurst was addressing a gathering of suffragists at St. Andrew's Hall, Glasgow, when a large force of police, with truncheons drawn, rushed into their midst. A fierce fight ensued. The platform was guarded by barbed wire concealed in flowers. Tumblers, flowerpots and chairs were thrown at the police, and pistols, and miniature bombs were exploded, while many women used clubs.

The police used their batons right and left, and eventually Mrs. Pankhurst was seized and dragged off into a taxi-cab and conveyed to the police station. A score of women and many constables were injured.

Subsequently an attempt was made to storm the police station, but this was repulsed by hundreds of police, mounted and on foot.

THE "TIMES."

REDUCTION TO PENNY.

London, Received March 11.
The Times announces that in view of the grave importance of the political situation, it reduces its price on and after the 16th inst. to one penny.

MR. BOWSKILL'S CASE.

RELEASED ON PAROLE.

London, Received March 11.
Sir Edward Grey announces that the Rev. Mr. Bowskill, the Baptist missionary who was arrested in the Portuguese Congo, has been released on parole, pending an inquiry.

DORS ENGLAND LACK CLEVER YOUNG MEN?

Widespread Discussion over G.E.V. Appointment.

Widespread interest and much discussion has been aroused by the appointment of Mr. Henry W. Thornton, a young American, as the new general manager of the Great Eastern Railway.

In making the announcement at the meeting of the company, Lord Claud Hamilton, the chairman, definitely said, in explanation of the action, that it was "owing to the dearth of first-class men [in England] for the more prominent positions on British railways."

But in a later statement, made in the course of an interview, Lord Claud modified this declaration by the remark—

"Let me say at once it is the system and not the men I am criticising. I believe our railwaymen on the average are as good as you will find in the world. But while I am convinced that among the 4,000 clerks in our company's service there must be quite a number of able men the trouble is that under our present system I never get to hear of them."

In spite, however, of this modification of Lord Claud Hamilton's original statement, the Great Eastern Railway's action has brought up the question of

TELEGRAMS.

THE NATAL TROUBLES.

A CLERGYMAN'S VIEWS.

[Reuter's Service To The "Telegraph".]

London, Received March 11.
The Rev. F. O. Andrews, of St. Stephen's College, Delhi, who left in November for South Africa to ascertain the facts of the Indian trouble in Natal, has arrived in London and has been welcomed by a number of Indians. He was garlanded by the poetess Sorajina Naidu.

The reverend gentleman, interviewed by Reuter's Agency, extolled the obnoxious patriotism of Mr. Gandhi in the railway strike, the heroism and endurance of the Indians and the generous and fair-minded treatment of himself by the Government. He said he was immensely impressed by Mr. Botha's sterling character and simplicity. He (Mr. P. P.) had ascertained that he would do whatever he could to act justly by the Indians.

CONCESSIONS IN CHINA.

BRITAIN'S POLICY EXPLAINED.

London, Received March 11.
In the House of Commons, Mr. Tim Healy put a long question in regard to the concessions to China.

Mr. Aoland, Assistant Secretary of State for Foreign Affairs, replied that His Majesty's Government had for the last eleven years taken, and would continue to take, every opportunity of impressing upon China the necessity, in her own interests, of her developing her mineral resources in accordance with the Mackay Treaty. He added—"The Imperial Government, having considered the question of railway and industrial development in the Yangtze, and the claims to which our predominant commercial and economic interests there entitle us, a communication to that effect had been made to the Chinese Government. As regards the working of the mines and industries covered by the Szechuan Charter, the Imperial Government is awaiting a communication from China as to whether she will make any fresh offer of compensation for the cancellation of the concession. If an arrangement can be made with China for the modification of the original contract, or an exchange for another contract, the Imperial Government would be no objection thereto instead of pressing the claim for compensation."

English young men v. American young men. In this connection the Globe has obtained some interesting statements of opinion, which are printed below.

Views on the Appointment.

Mr. Gordon S. Fidge, the well-known American business man, who established and controls the great firm in Oxford-street, warmly approves of the appointment.

Interviewed by a Globe representative, he said—

"I think the appointment demonstrates that the two countries are drawing more closely together commercially, as well as socially. I think they are deriving advantages from each other."

"In America it is not an uncommon thing for a man from England to be given charge either of a railway or a great manufacturing concern with utmost readiness, and the present appointment does not, in my judgment, indicate that there are not plenty of men in Great Britain capable of filling the position, but that it has just happened that at the moment the names of no able likely men were before the directors."

TELEGRAMS.

ARMY ESTIMATES.

BEFORE THE COMMONS.

[Reuter's Service To The "Telegraph".]

London, Received March 11.
In the House of Commons, the Right Hon. Colonel J. B. Seely, Minister of War, introduced the Army Estimates. Heretofore there was a shortage of 8,000 Regulars, there was a surplus of Reservists, and consequently there was no cause for anxiety. The speeding-up of mobilisation arrangements had been remarkable. We had now an expeditionary force of 182,000 complete in all details; while 50,000 of all arms were ready in a few hours to go anywhere.

Measures were being taken to solve the problem of providing education for those promoted from the ranks. Since they had been advertising they had secured 1,000 more recruits than in the corresponding period of 1913.

Though the Territorials were still 58,000 short, the year's recruiting was the biggest on record. There had been a continuous and substantial increase in efficiency. The National Reserve was now over 217,000.

THE DEPORTATIONS.

INDEMNITY BILL PASSED.

[Reuter's Service To The "Telegraph".]

London, Received March 11.
Reuter's Capetown correspondent says the Indemnity Bill passed the third reading by 70 votes to 12.

STRIKE ENDED.

SYDNEY IRONWORKERS RESUME.

London, Received March 11.

A message from Sydney states that a ballot of iron strikers has decided upon resumption on the old conditions.

"I hope sincerely that the new manager of the Great Eastern Railway will 'make good,' as we say in America. If he is successful in getting for his lieutenants able, loyal, and enthusiastic men—men also of imagination—in this country he will have no difficulty in carrying out his ideals and objects."

Mr. E. M. Gamage said that as a commercial man he could not presume to give an opinion on the election of a manager of a railway.

"I think, however," he stated, "that most people will be surprised at what Lord Claud Hamilton said, as we usually put ourselves on the back with the idea that English railways are the best managed in the world."

"I do not think the American commercial man, in general, is superior to the English. It is true, however, that Americans have less regard for civility. In English railways promotion by seniority seems to be the ordinary process, much as in the Civil Service, and this system seems to be strongly supported by the railway workers themselves."

"The introduction of an American managers should undoubtedly tend to do away with this."

Mr. C. E. Town, assistant secretary to the London Chamber of Commerce, said that though he could not speak with authority in regard to railways, he nevertheless believed that the capacity of Englishmen to do their work was quite as good, so far as ordinary commercial attainments were concerned, as that of any other nation in the world, including Americans.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The N.D.L. Company has declared a dividend of 8 per cent.

The Times is to be reduced in price to a penny on the 16th inst.

The death is announced of Mr. Ernest Dresden, the racehorse owner.

The Rev. Mr. Bowskill has been released on parole pending an inquiry.

The suffragists have now declared "war" on Sir Edward Carson.

The insurance at Lloyd's against an election before June 30 has risen sharply.

The Indemnity Bill has been read a third time in the Assembly at Capetown.

Captain Downer has been killed by falling from an aeroplane.

The Italian Cabinet has resigned.

Colonel Seely has introduced the Army Estimates in the House of Commons.

The M.C.C. team draw their last game of the tour, against the Western Province.

Mr. Tim Healy says he would rather have no Home Rule Bill than the one as modified.

The Greek Premier points out the impossibility of opposing the Powers on the Epirus question.

Mr. Aoland has made an important pronouncement on the question of concessions in China.

Lobby opinion on the Home Rule concessions is that a great advance has been made towards a settlement.

Mr. Ramsay MacDonald states that the Labourites do not wish a General Election until the Home Rule Bill is passed.

There has been a battle royal between the police and the suffragists in Glasgow, Mrs. Pankhurst being seized.

The Unionist papers generally take the view that the six years' exclusion limit in the Home Rule concessions is impracticable.

The Rev. F. O. Andrews, of Delhi, has arrived in London after his investigation of the recent Indian troubles in Natal.

Mary Richardson, a suffragist, has been arrested while seriously damaging the famous picture of Venus by Velasquez in the National Gallery.

NEWS.

A meeting of the Sanitary Board was held yesterday afternoon.

Damages for the loss of an eye were claimed in the Summary Court to-day.

General news and some telegrams dealing with "White Wolf's" outrages appear on page 3.

Log book appears on page 6 and Commercial news on page 9.

The launch of the s.s. Tang Chow, took place at Taikoo yesterday.

DON'T FORGET.

TO-DAY.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

TO-MORROW.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Annual General Meeting—Eyre Diocesan Refuge—3 p.m.
Saturday, March 14.
Devonian Society Annual Dinner at the Hongkong Hotel.
Royal Hongkong Yacht Club Annual Regatta.
Boxing—Theatre Royal 9.15 p.m.

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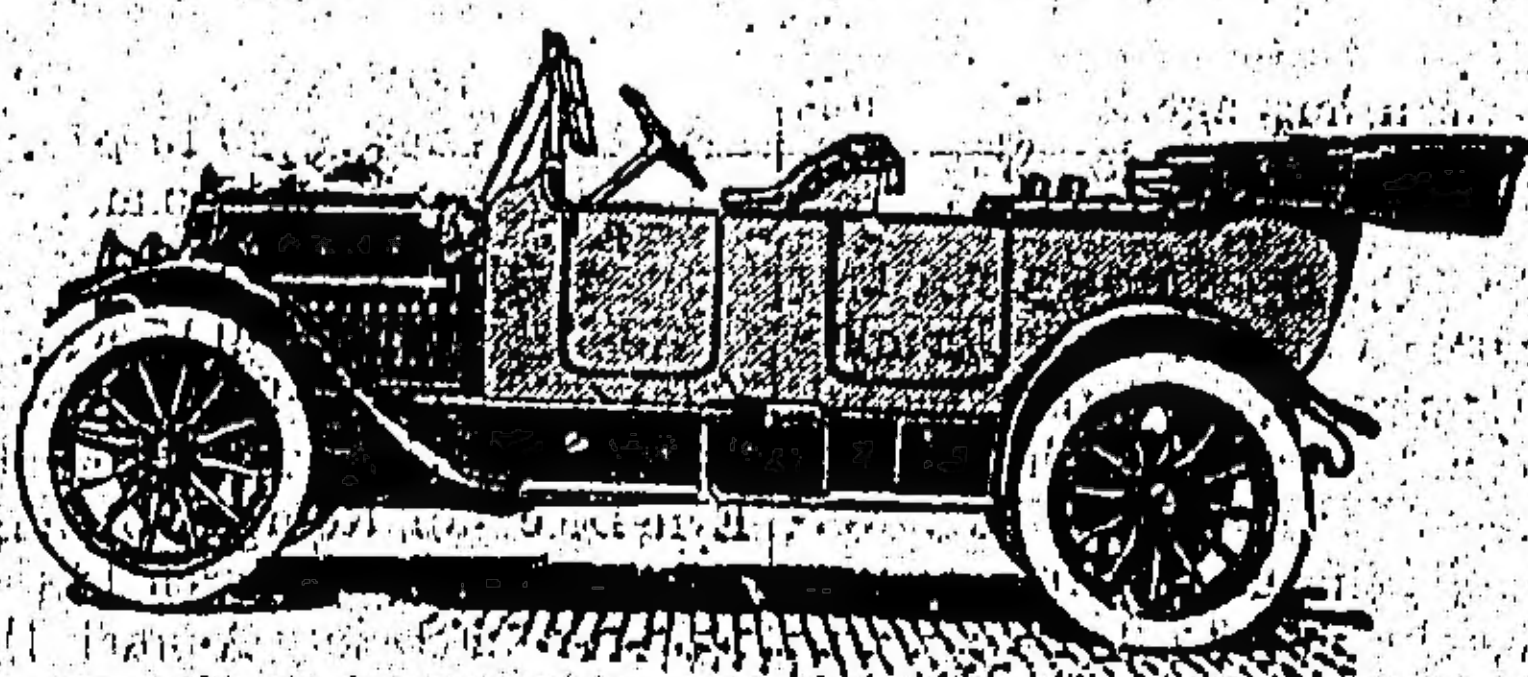
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Notices

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OUR CONTEMPORARIES.

South China Morning Post.

Cottonopolis.

The financial correspondent of the N. C. D. News, discussing the question, says that the transfer of the Hongkong mill plant to Shanghai is very significant. Shanghai, he says, possesses cheap power for working the mills, thanks to the growth of the Electricity Department. There is no scarcity of the labour needed for this business, and labour is fairly cheap at that. There is a bigger range of markets in which to sell the output of mills. Farther, Shanghai is in the midst of a cotton cultivating country, and the raw material is more easily got than at any port or place in China. This is all true but it should also be said that there militates against the Hongkong mill in the China market the import duty upon its produce as well as the prospect of an increase in the duty in the not remote future. The Shanghai mills have no handicap of this kind to contend with and are therefore able, if they so will, to oust the Hongkong product from the market. The future of the industry, in so far as Shanghai mills and those in the interior are concerned, is of bright promise. Long may the industry continue to prosper.

Daily Press.

Electricity in Hongkong.

It seems reasonable to suppose that industry would be stimulated in Hongkong if power were available at a cheaper rate. We do not advocate in a place like Hongkong the municipalisation of electricity in the same way that water is municipalised. To be quite frank the experience of the Colony is not such as to lead us to suppose that any good would result if the Government took over this "monopoly" as well as the Opium Farm. It would probably be a ministered by the Public Works Department, which seems to find its present obligations more than sufficient. But we do think that in this matter the Legislative Council has a full right to insist that the Colony is being treated properly, and our contributor has made out a good case for a Government enquiry into the whole subject. It is hinted that life would be much easier for us in the tropics if we could turn on the supply of electricity in much the same careless way that water is now used.

China Mail.

Licensed Gambling.

We were somewhat surprised to read three days ago an appeal from a large number of the business guilds in Canton direct to the President urging him to concur with current opinion, and to make gambling once more legal. It is true that many of those who appealed were sane enough to admit that evil would follow, and if the thing were done, it must be done with this fact clearly recognised. On the other hand, there was an unanimous opinion that there was no other way out of the difficulty for money must be secured, and it could not be found in any other way with so little friction. Of course, the great hope is that so much money would flow into the local coffers that it would be possible to redeem the miserable paper money with which the market is now flooded, and it was thought that any risk was worth taking, in order to avert the calamity of local bankruptcy. It was stated by more than one writer that as things are at present much gambling goes on, and worse than this, many of the richer people go off to Macao to gratify their natural love of gambling, the Portuguese Colony reaping the reward whilst after all those who indulge in the habit are not freed by the present laws from evils incident to the vice.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best
ALEXANDRA CAFE.

GENERAL NEWS.

Only Male Survivor.

News has reached Grimsby from Finglo, in the Farce Islands, of a fishing disaster which resulted in the death of twenty-six of the twenty-seven men on the island. The only man left on the island is too old for work, and he alone is left to protect the wives and families of the drowned men.

Natal's Sugar Industry.

From the small beginning of ten tons of sugar produced sixty years ago, Natal to-day can boast of an industry whose capital reaches four millions sterling, which employs 600 Europeans, 8,000 Indians, and 4,000 natives, whose combined wages reach an amount of some £200,000. The estimated yield this season is 95,000 tons.

Glass Roof for Motor-Bus.

An innovation in motor-bus design has been adopted in Boston, where a recent model, replete with new features, has a roof of wired glass, flooding the interior with light. The bus has a capacity of 22 passengers and all seats are built transversely. Opposite each row of seats is a window which is detachable, and when not in use is stored in a special cabinet beneath the chassis frame. Extra tyres also are carried in a cabinet instead of on the frame.

Peculiar Public House Names.

Many peculiar names are given in a return issued by the L.O.O. of the licences of public-houses which are in the course of extinction. The "Freestradler" is to disappear from Woolwich and the "Cobden Tavern" from Kensington. The "Comical Fellows" are quietened at Camberwell. The "Hampshire Hog" is closed in the West End, and the "True Friends" cannot be met with any more in White chapel. "Rubb's Yacht" leaves Greenwich.

Wireless in India.

The erection of wireless stations in Madras, Secunderabad, Peshawar, and Quetta is proceeding apace. This scheme is entirely distinct from that which is now being carried out to connect different parts of the Empire. It forms part of the Indian scheme to link up various provincial capitals and commercial centres, especially in India, and Burma, Lahore, Nagpur, Karachi, and Bombay (Bitter Island) have already been provided with such stations, each with a range of some 600 miles, and the last two are now available for communication with ships at sea. All the leading steamship lines plying to India, Burma and Ceylon ports have fitted their passenger steamers with wireless apparatus.

An Interesting Industry.

At the village of Thornham, near Hunstanton, Norfolk, a very interesting trade is practised. About fifteen years ago an artist taught two of the villagers to make artistic wrought-iron gates and railings, entirely by hand, from his own design. So well did these men do that the staff had to be increased and the forces enlarged and more difficult work was tackled, says the *British Workman*. Now they turn out magnificent gates, railings, grilles, fire-dogs, fenders, screens, &c. Queen Alexandra takes a great interest in the Thornham iron-workers, and only a few months ago visited them, accompanied by her sister, the Dowager Empress of Russia, and watched them at work on the gates and railings for Sandringham.

Railways Electrified in Chicago.

In default of main line electrification, which is still a problem of the future so far as this country is concerned, our leading railway companies might do worse than follow the precedent of Chicago in regard to their termini in all the large cities and towns. According to report, Chicago is adopting a railway reform of huge proportions, says *Electricity*. The forty railway systems entering this city having joined forces in planning for co-operative electrification of both passenger and goods services in the city and its suburbs. Under the proposed scheme no steam locomotive will approach within ten miles of the city.

CHINA A PREY TO BRIGANDS.

City Wiped out by White Wolf.

Kiukiang, March 2.
A messenger who has come from Taihu reports that the White Wolf's army has entered Hsuan, a city 100 li from the Taihu in Anhui, and has practically destroyed the city, raping, robbing and slaughtering promiscuously.

Three armies from Kiangsu, Anhui, and Kiangsi are reported to be gathering at Taihu to resist the brigands.
There is also a rumour here that a most dangerous confederate named Yellow Wolf is coming from Kuangtung to join the White Wolf.—*Reuter*.

Market Towns Sacked.

Yangchow, March 3.
Last week towards the end of the week two market towns near Yangchow, Huangkuchiao and Yangkiamiao were robbed by armed bands of robbers. There were earlier robberies at Hwai-sichiao and just outside the south gate of the city. It is reported that more than 100 men took part in the other three robberies mentioned above. Seven men are under arrested on the charge of having taken part in the robbery of Hwai-sichiao. Orders have been received from Nanking to execute four of these men.

Robber Bands in Honan.

Saichow, Honan, Feb. 21.
The Honan eastern border is infested with small bands of brigands who according to the story of a travelling soldier beyond Kueitch, appear at night in bands of from five to forty. At Mamuchi we heard of a great victory which the Siantung soldiery, stationed at Yungchong had gained over a larger band—"over 100 of the robbers killed." We were assured by the military official at Mamuchi that a truer report was given by our native mission worker from Yungchong who quoted some other authority as affirming that "at least five brigands were dead." The fame of the Wolf and his doings has penetrated to the different yamens even in the smaller towns so that magistrates and police officials are extremely polite and solicitous for the welfare of the foreign guests within their jurisdictions.

Assassins in Shansi.

From Our Own Correspondent.
Kiangchow, Feb. 19.
The hired assassin is here also. Last week a military M. A. of the old school, in connection with a family feud, hired a party of men to murder his brother a B. A. The deed was committed in cold blood, three out of four in the family being found savagely mutilated in their home.
The "Yi-Kuin" have left here and other neighbouring cities to fight the White Wolf in the South.—*N. O. Daily News*.

DIET IN DYSENTERY.

The danger dysentery involves is too well known to need dwelling on.

While ipsecuanha is the drug doctors rely on in the disease, no one should prescribe for himself when he can get medical aid.

It is imperative, however, that the strength should be maintained during the attack so that the sufferer may overcome the disease and that convalescence may be hastened after the acute stage is over. For these purposes, Sanatogen takes the first place, for a distinguished physician writes in *The Medical Times*: "Sanatogen easily holds the field against any dietetic preparation I have ever tried."

How a Bishop was Cured.
Sanatogen's power is strikingly attested by the statement of the Rt. Rev. the Bishop of Linc., who writes: "Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it—perhaps because I cannot stick to a milk diet. Sanatogen has cured me even without using milk."

Even more striking, because given in greater detail, is the following case, reported by the physician in attendance. He writes: "M. L. had been suffering from dysentery for about three months when I first saw her. She was so feeble that all hope of her recovery had been lost. Seeing her greatly emaciated and enfeebled condition, I stopped all the medicines which had been prescribed for her and started with Sanatogen. After about a month of the Sanatogen, she easily took food—milk, rice and other light articles of diet. She had only about two or three motions daily, and there was no blood. The offensive odour was also gone. After she was able to walk, she left off my treatment, and, therefore, Sanatogen also. After about fifteen days I was again called, because her condition was bad, owing to neglect and carelessness in diet and medicines. Again Sanatogen was prescribed, and again she improved rapidly and was as healthy as ever in about twenty-five days."

How to Prevent Dysentery.
It must always be remembered, as Drs. Castellani and Chalmers point out in their "Manual of Tropical Medicine," that the germs of dysentery can live in the body "without causing the symptoms of the disease until the vitality is lowered by some agency as a chill, an attack of diarrhoea, etc., when they are capable of producing their ill-effects."

For this reason, when the individual has been exposed to the

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.
No. 68 Peak, Mount Kellott, Church Mission Society Bungalow partly furnished. Cheap rent.
No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.
"Kellett Crest" No. 66 The Peak, from 1st March, 1914, partly furnished.

No. 19, Shelley Street.
TO LET—till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET—No. 5, Mountain View from 1st April 1914.
No. 24, Bellicio Terrace, from 1st April 1914.

No. 55 Elgin Terrace, 6 rooms.
No. 12 Beaconfield Arcade, Shop.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Island Lot 1154, "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTED & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [211]

TO LET—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET—No. 2 Park Road, "Breezy Villa." Airy and comfortable. Garden and Tennis Court.—Apply to No. 4, Ripon Terrace, Hongkong, 13th Jan., 1914. [1139]

TO LET—Furnished, "MODREENAGH," No. 21 East, The Peak, from 1st April. Apply to—GILMAN & Co., 8a, Des Vaux Road.

TO LET—from 1st May, 1914, No. 104a, The Peak, furnished.—Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET—"LA HACIENDA," No. 74, Mount Kellott Road, from 1st April. Apply CHATER & MODY, No. 9, Queen's Road Central.

slightest possibility of contracting dysentery he should make a point of taking Sanatogen. By nourishing his general health and bringing his nervous system to its highest point of efficiency, Sanatogen, will enable him to withstand an attack to which he might otherwise succumb. This fact has so impressed large numbers of residents in China that they use Sanatogen daily to keep themselves at the highest pitch of nervous and physical efficiency.

If you wish to know more about Sanatogen, write, mentioning this paper, to A. Wulff & Co., 6, Kiukiang Road, Shanghai, who will send you, gratis and post free, an interesting pamphlet entitled "The Art of Living."

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

Finger Prints.
It may be said that the modern system of crime detection has been revolutionized by the anthropometric system invented by M. Bertillon, whose death was recently announced. He was the first to introduce a comprehensive

TO LET.

TO LET.—FOUR ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.
SHOP with GODOWN attached, Nathan Road, KOWLOON.
Kowloon Marine Lot No. 48 with Wharf.
Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court.

No. 3, Minden Villas, from 1st April next.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.

TO LET.—From April 1st, The First Floor of No. 25, Des Vaux Road, Central. Suitable for Offices. Rooms can be let Separately. Apply—DRAGON CYCLE Co.

TO LET for six months from April 15th next, furnished four roomed house in Wanchai Road. Electric light and fans throughout. Nominal rental. "B" c/o "Hongkong Telegraph."

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WANTED.—House or flat, unfurnished—Three bedrooms: 1st March—"K" c/o "Hongkong Telegraph."

WANTED.—A partner for a good business, with small or large capital; can act as Secretary, if suitable, to a company being formed.—Address, making appointment, "ALPHA," c/o "Hongkong Telegraph."

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Notice.

N. LAZARUS.
Optician.
Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and have them examined. No charge for sight testing.

N. LAZARUS, OPTICIAN.
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IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE.

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THE NEW AND CERTAIN
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This preparation differs from, and entirely supersedes, all the advertised plasters and solvents. It gives immediate relief and effects a speedy cure. It is not a caustic, but a solvent of the decayed cuticle; and will effect a cure where all other applications have failed.

PRICE 60 CENTS PER BOTTLE.

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THE TOBACCO OF QUALITY
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Deutsche Apotheke, Pharmacie Internationale

NEW STOCK OF WOLFF & SON'S PREPARATIONS:

Kaloderma Shavingstick & Soap, Auxelin Hairwash & Shampoo-powder, Icehairwash & Eau de Cologne, Brilliantine & Cosmetic, Divinia Brilliantine (crystalisisee), Nailpolishpaste, Shavingcream in tubes, Odonta, etc., etc.

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IZAL

Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, dilute it with water—pouring it down drains, sinks, and w.c.'s and sprinkling it in dustbins or other harbours of filth. Get IZAL, because it positively kills disease germs, stops infection and instantly remove bad smells.

IZAL—the guaranteed disinfectant of unrivalled strength—is the pioneer modern high power germicide.

Officially adopted throughout the British Empire.
Mixes equally well with salt, brackish or fresh water.
Write for Free Booklet—"Practical Disinfection"
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One Gallon of IZAL makes 400 gallons of efficient disinfecting fluid.
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SAUSAGE FACTORY AND DELICATESSEN STORE
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ALL KINDS OF SAUSAGES.
FRENCH, ENGLISH AND GERMAN.
IN LARGE OR SMALL QUANTITIES; BEEF AND PORK SAUSAGES, FRESH DAILY; SPECIAL ARRANGEMENTS FOR HOTELS, CANTERNS, BOARDING HOUSES, SHIPS, PICNICS PARTIES, ETC., ETC.

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NESTLE'S MILK FOOD
for use in the
NURSERY AND THE SICK ROOM.

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Simple to prepare. Easily digested. Obtainable at all Stores.
Write to NESTLE & ANCO SWISS CONDENSED MILK Co. P.O. Box 351 for a sample tin and a copy of our pamphlet entitled "Feeding and Care of Infants."

The Modern Business Man

continually has to concentrate his whole mental strength in grappling with difficult problems. How unpleasant, and even disastrous it is, when, on account of headache, rheumatism, chills etc., the brain refuses to work.

Fortunately there is to be found in

Bayer's Tablets of Aspirin

a safe and efficient remedy for all such cases. While being quite safe the tablets rapidly remove the symptoms.

Be sure you get the original

Bayer's Tablets of Aspirin

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PREVENT DISEASE!
DISINFECT with
WATSON'S
HYGIENOL
 a POWERFUL GERMICIDE,
 DISINFECTANT & DEODORANT.
 PER PINT 50 CENTS.
 PER GALLON \$2.00

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情無非其真事聞要訪探大正館官報本

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By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MARCH 11, 1914.

THE IRISH TANGLE.

The long-awaited utterance by the Prime Minister, outlining the character and extent of the concessions which the Government is prepared to make on the Home Rule question, has been duly delivered. It has been flashed over the wires to all parts of the Empire, and to-day Britishers everywhere are acquainted with its main features. The occasion was a historical one, and it may be said that the speech, both in matter and in tone, was worthy of it. Mr. Asquith never shows better than when making a deliberate and considered oration on a burning issue. His speech of Monday, which was fully covered in our telegraphic news columns yesterday, again makes that point quite clear. It was a masterly utterance, the more so when consideration is given to the extremely difficult position in which he was placed. He was faced with the task of endeavouring to bring bitter foes together in concord and harmony. He may not have succeeded—in fact, he himself confessed that he did not expect that his proposals would be received with enthusiasm in any quarter—but, none the less, his declaration was tactful, to the point, and couched in language which could give not the least offence to any section of his hearers.

Time was, and not long since either, when Mr. Asquith pooh-poohed the Ulster movement. On Monday he was in a very different frame of mind. He spoke of the question of Ulster as "by far the most serious of the difficulties." Hitherto, according to the Ministerialists, there has been no real problem to face—no need for a "settlement," nothing urgent in the Home Rule Bill. To-day the story is changed. Mr. Asquith speaks of "difficulties not imaginary but substantial," and, indeed, inherent in the conditions of an unexamined situation. At last he and his party have come to see the dangers of the situation in all their grim possibilities. Looking for a moment at the concessions foreshadowed, we think it will be generally agreed that up to a point they are fair, if not indeed generous. Whether they would work well in actual practice is quite another matter. The principle of exclusion is conceded, but, obviously with a view to placating whatever Home Rule sentiment there is in Ulster, only those counties which, on a poll, favour freedom from the Dublin Parliament are to be excluded—and that, apparently, only for a period of six years. Frankly, looking at the question from a practical standpoint, we do not see how the proposed remedies can give any deep satisfaction when it comes to actual administrative requirements. There is something inherently wrong and illogical about a system whereby one county may recognise a central authority while its next door neighbour declines to do so. That is what would likely be the upshot of the Liberal plan. The whole scheme seems contrary to the underlying principles of sound government.

While all who are concerned to avoid the great domestic peril which threatens the United Kingdom will continue to hope that a way out of the difficulty may be found, one cannot help feeling that the whole problem might never have presented itself if the Government had not struck a bargain in order to remain in office. As things are, the Government finds itself in an absolute quandary. If Home Rule is pushed through, Ulster will be up in arms. If it is abandoned, the rest of Ireland, brought so near to the fulfilment of its dreams, will be uncontrollable. That is the situation, and that is why Mr. Asquith thinks seriously of the outlook now. It is no time for sneering, as the Liberals were recently wont to do. For self-preservation's sake the Government has entered into a compact. But that very compact looks like being its own undoing.

Living Matters Up.

If the Sanitary Board is not awakened from its lengthy period of somnolence it will be no fault of Mr. Bowley's. He, at least, is a very lively and active member of that drowsy body. Yesterday he was on the war-path again and in his plea for the destruction of the city's refuse he was pithy and to the point in his remarks. His description of the accumulations of "stable-sweepings, peppered with dead cats, bad onions and pumelo skins" which are to be found on the bathing beaches, as "the unrecorded exports of one of the greatest shipping ports in the world" was very apt and well put. And all the way through his speech he hit out straight from the shoulder, and told the Board what he thought of the activities of the Department generally. A little of this kind of talk is very necessary in Hongkong.

The Remedy.
 Mr. Bowley's remedy for the present deplorable state of affairs is the acquisition by the Government of a refuse destructor. And it would appear to be a remedy which has everything to recommend it. Not only on the bathing beaches does the city's refuse accumulate; it can be seen floating about the harbour almost any day. Fifteen years ago it was recommended that such an apparatus be erected and it could then have been done at a cost of \$58,000. For the advantages which would accrue, the sum does not seem unreasonable, and we think it would have been a wise expense to have incurred. Especially so, when it is borne in mind that the apparatus would be productive in the way of supplying power which could surely be used for some purpose, while the residue of the refuse itself could be utilised also. It is to be hoped that eventually the Government will give serious consideration to the suggestion.

Mr. Bowley's Questions.
 The replies given to Mr. Bowley's series of questions, at yesterday's meeting of the Board, remind one of the platform method of the late Mr. Shirees Will, K.C., M.P. That witty gentleman used to have all questions read at one time; then he replied yes or no to numbers one to ten or twelve; and, by the time he was half-way through, his audience was well befogged. The President of the Sanitary Board did not follow quite the same method, but at least, his replies were far from illuminating. Eight of the eleven questions, indeed, are still unanswered. But the matter of sanitation, now that it has been raised in this fashion, cannot be permitted to remain in this unsatisfactory fashion.

The Storm-water Drains.
 The Telegraph is naturally, especially interested in the questions regarding the flushing of the storm-water drain during the dry season, for this is a point at which we have hammered, from time to time, for the better part of two years. There is no excuse for neglecting to flush these drains in as much as the need for it has long been recognised. Given that plenty of water is driven through the drains, and plague is not nearly so severe as is the case when the drains are not well flushed. That is the matter in a nutshell. We await the coming answers with interest, and, whatever the tenor of them may be we trust that the question will not again be allowed to drop.

Feathers for Men.

Long feathers and chamouis beards are the latest adornments for men's felt hats—if one may judge from the windows along the Strand. At the establishment of Messrs. Down an inquirer was shown a gorgeous tuft of white feathers, quite half a foot in length, backed by a smaller tuft with an eagle's claw. Blue jay's feathers arranged fanwise are another popular creation. But for those whose tastes do not incline towards the ornithological the striking adornment of the beard of a chamouis is available at a modest figure. The beard is quite nice to look upon—when the wearer has got sufficiently used to it.

DAY BY DAY.

THIS IS THE NEW WORLD GOSPEL.—BY YE MEN.—O. W. Holmes.

The Weather.

Lower level 8 a.m. Temp 70, dull.
 At the Peak 8 a.m. Temp 61, heavy fog.

The Mails.

Siberian Mail.—Due per s.s. Foochow to-day.
 Australian Mail Left per s.s. Kumano Maru at noon to-day.

Gone Into Dock.

The s.s. Empress of Russia went in to Kowloon Dock for extensive overhaul to-day.

To the Yarmouth.
 Engineer Lieutenant P. H. Meyrell has been appointed to H.M.S. Yarmouth.

Left for Home.

Among the passengers who left for Home by the Hiram Maru to-day were Mrs. Donnelly, Mrs. B. A. Hale and Mr. G. R. Edwards.

To Consignees.

Consignees of cargo by the s.s. Spring Eitel Friedrich are reminded that goods undelivered after to-morrow will be subject to rent.

A Student's Loss.

A Chinese student living at 30, Pottinger Street, has reported to the police that between the 27th ult and the 9th inst., some person stole from his room clothing valued \$62.

Royal George Hotel.

The band of the 8th Rajputs is to play at the Royal George Hotel Kowloon, on Thursday, from 8 to 11 p.m. A special dinner menu will be provided for the occasion and will include the Indian curry for which the hotel is noted.

Injured While Escaping.

There has been sent to the Government Civil Hospital a man named Legoo Kwong, suffering from injuries received by jumping from the first floor of 31, Suter Street whilst police and revenue officers were executing an opium warrant.

Sir Kai Ho-kai.

The Chinese General Chamber of Commerce are arranging to give a tea party in honour of Sir Kai Ho-kai, as a recognition of his services on the Legislative Council to the Chinese community. It is also intended to take the opportunity to make a presentation to the late Council member.

Woman Robbed.

A Chinese married woman, of 59, Wellington Street, has informed the police that at 11.15 a.m. yesterday, whilst travelling on a Star Ferry boat between Kowloon and Hongkong, some person cut her inside jacket pocket and stole 31 pieces of jewellery valued \$675, as well as \$20, in money.

Ferry Mishap.

Yesterday afternoon one of the Star Ferry boats, the Evening Star, while crossing from Hongkong to Kowloon, broke down and had to call for aid. In response to her whistles, the Morning Star came alongside her and the passengers were transferred and landed safely in Kowloon. The Evening Star was able eventually to make the crossing very slowly.

Latest Advertisements.

The band of the 8th Rajputs is to play at the Royal George Hotel on the 12th inst.—Page 5.
 Mr. G. P. Lammett is selling a quantity of liquor on the 14th inst.—Page 5.
 Mr. G. P. Lammett is selling a consignment of boots and shoes on the 14th inst.—Page 5.
 Consignees' notices are issued concerning the den of Ajlie, and the Kashima Maru.—Page 5.
 The members of the R.H.K. Yacht Club will be "At Home" on Saturday.—Page 5.

The Old Excuse.

An Indian watchman was to-day charged before Mr. J. B. Wood, at the Police Court, with bringing ashore from s.s. Kwangtung two bottles of gin and thereby attempting to evade payment of duty. He said he had only been in the Colony for a month and did not know the law. A fine of \$20, or one month, was inflicted.

BUX-PERKINS

FIGHT OFF

REMARKABLE UPSET IN THE THE BOXING PROGRAMME.

We have been informed by Mr. F. E. Hall, the boxing promoter, that the contest advertised to take place on Saturday between Iron Bar and Stoker Perkins will not take place owing to Perkins' refusal to fulfil his articles. We have seen a letter from Perkins to the promoter in which there is no apparently valid reason given for such a drastic step as refusing to fight. James will substitute Perkins and Richards will fight Terry Lynch.

LAUNCH AT TAIKOO.

Mrs. Hallifax Christens the Tungchow.

Yesterday afternoon there was launched from the Taikoo Dockyard the finely modelled steel screw steamer "Tungchow," built to the order of the China Navigation Co., Ltd., for their Shanghai Tientsin trade. Mrs. Hallifax performed the christening ceremony, the vessel taking the water perfectly.

The "Tungchow" measures 290 feet long over-all, 40 feet beam, and 19 feet moulded depth. Built of Siemens-Martin steel to scantlings approved by the British Corporation, the vessel is designed to carry a large deadweight cargo on a limited draft. Deep ballast tanks are fitted amidships and the forward and after peaks are arranged for water ballast. "Tween decks are fitted forward and aft of machinery space; these are suitable for the carrying of deck passengers or cargo, and in the side of the vessel are water-tight ports for the convenient handling of cargo. On the main deck are large steel houses fitted up for carrying first and second class Chinese passengers, all arranged in state-rooms.

First-Class Accommodation.

Amidships there is another steel house forming the entrance hall to the first class foreign accommodation, the floor of this space being laid with rubber tiling. Dining saloon and staterooms for foreign passengers are fitted up on the promenade deck forward of the boiler casing, each of the staterooms having two roomy cot berths and all the latest furnishings and fittings for the comfort of passengers. There is a large and airy smokeroom on the same deck abait the engine casing. The quarters for the officers and engineers are arranged in a steel house aft on the promenade deck. The captain's cabin and wheelhouse are arranged on the boat deck, which extends from well forward to the aft end of the engine casing; the boats being fitted amidships, thus giving a large space for passengers' promenade. All the latest appliances for quick handling of cargo have been fitted. Manned with steel tubular derricks take the place of the usual wooden derricks.

The machinery consists of one set triple-expansion surface-condensing engines of the builders' own make, having cylinders 21" 34" and 56" diameter with a stroke of 39" and steam is supplied from two large multitubular marine boilers which have also been constructed by the builders. The working pressure is 190 lbs.

It is anticipated that the vessel will attain a speed of 12 knots on trial. The "Tungchow," when finished will be found to embody many improvements over the usual passenger vessels on this coast. The comfort of the passengers has been the aim of the owners, and every detail that will help in this direction has been carefully considered. The vessel is expected to take up her run early in May.

The launching ceremony, which was witnessed by a large assembly, was gracefully performed by Mrs. E. R. Hallifax.

(Continued on Page 10)

CANTON NOTE PROBLEM.

No Help from Peking.

Yesterday afternoon the members of the Hongkong Chinese General Chamber of Commerce gave a tea party and reception in honour of Mr. Wong Sin-sung, who has been detailed by the Chinese Government to examine into the financial conditions in Canton and the Kwangtung Province generally. Following the reception a meeting was held, when an address was delivered by Mr. Wong. The Hon. Mr. Lau Cha-pak presided.

The object of Mr. Wong's visit was explained by the Chairman, who introduced him to those present.

In the course of his remarks, Mr. Wong stated that he had been delegated to look into the finances of various provinces, and he had already been through Manchuria and Shantung and had also visited Shanghai in connection with financial matters. He stated that he was in favour of the establishment of a Bank for promoting local industries and also approved of Produce Exchange, of which they had none in China at present, though they should have. The speaker declared that he did not favour the idea of borrowing money with which to redeem notes, arguing that borrowed money should always be made productive. He pointed out that in America after the Civil War notes went down in value even more than they had in Canton recently, and yet the difficulty was overcome. They ought, therefore, to be able to find some way out of the difficulty in Canton. As to what scheme should be put into effect, he could express no opinion until he had made his investigations on the spot. But he assured those present that something definite would be done in five months, though they must not reckon on any money from Peking.

A discussion followed, in the course of which the idea of legalising and farming out gambling in Canton was strongly dissented from.

One suggestion advanced was that the minting of farther subsidiary coin in Canton should be stopped, while it was also urged that many of the soldiers should be disbanded. Mr. Wong Sin-sung promised to give these points due consideration.

After the meeting, Mr. Wong telegraphed to the Minister of Finance in Peking as follows:—

"Arrived in Hongkong yesterday. To-day Chinese Merchants accorded me hearty welcome. They expressed themselves as anxious to see notes in Canton put on proper footing, and considered there ought to be better ways of dealing with notes than farming out gambling. Those present protested against farming out gambling in Province. Please report this to President."

Thick Fog.

The s.s. Den of Airie, which arrived in port from Shanghai yesterday, reports very thick fog all the way. She left Shanghai on the 6th inst.

The Nore's Cargo.

Among the cargo shipped by the P. and O. steamer Nore from Hongkong on the 4th inst. were 55 bales of waste silk for Manchester; 182 half-cheses of tea; 771 rolls of mats, 20 bales of leaf tobacco and 420 bales of canes for London; 40 cases of essential oil for Havre; 1,648 sacks of copra and 150 bales of waste silk for Marseilles; and 600 slabs of tin for Port Said.

Lottery Ticket Charge.

Before Mr. J. B. Wood, at the Police Court to-day, two Chinese from 97, Queen's Road East were charged with printing lottery tickets. A Chinese constable said he found chopis, presses and printed tickets on the premises. The case was remanded in order that Inspector Mac Hardy might obtain the advice of Mr. T. H. King, Deputy Superintendent of Police, on the charge, which the defendants denied.

SANITARY BOARD.

Resolution to Burn the Foreshore Refuse.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon when Mr. D. W. Trautman presided. There were also present the Hon. Mr. A. F. Churchill, acting director of Public Works, Col. Irwin, Dr. Fitzwilliams, Mr. F. B. L. Bowley, Mr. Chan Kai-ming, Mr. Ng Hon-tsz, Dr. F. Clark M.O.H. and Mr. E. W. Hamilton acting secretary.

A letter was read from Government relative to the appointment of Mr. E. W. Hamilton to be secretary of the Sanitary Board in place of Mr. C. E. W. Bowen-Rowlands, on leave.

Mr. Bowley moved the following resolution standing in his name:—

"That in the opinion of this Board steps should be taken to collect and burn in situ the debris which has been deposited by the action of wind and tide on the beaches of the Colony surrounding the area of Cow-ee-Chow where the refuse of the urban districts is dumped into the sea from the Sanitary Barges."

In doing so he said that Hongkong was not an entirely desirable place to live in during the summer, but it had its compensations, one of the most popular of which was sea bathing. What could be more desirable after a hard day's work in the office, than to steam or sail away to the nearest sandy beach and dive overboard and swim through clear water to sandy beaches? Children could make castles of the sand and older people could explore the shore for shells etc. or explore the neighbouring hills. One could then return to the launch and enjoy a beautiful tea or other refreshment and ride home in the gloaming, having spent a pleasant two or three hours. Such were the possibilities of enjoyment in the good old times before the Sanitary Board was invented. Now, if bathers set out for Green Island, the beaches of Lamna, Pokfulam, Lantau and Silver Mines beach they had very likely to pass through a mass of floating debris and, assuming they found a high water mark, a rotten mass of stable sweepings, peppered with dead cats, rotten onions and pumelo skins, the unrecorded exports of one of the great shipping ports of the world. Sea bathing had been the subject of much discussion. The Colonial Secretary had been advising the school children to learn to swim, and sea scouts had been formed and the shores had been explored in many places to find that the Sanitary Board had been there before them. At one time the refuse was dumped at Kennedy Town and then taken from there by junk to Gin Drinkers' Bay where it was deposited at high water mark and burned. This proceeding was followed until it was found that when there was no wind the dust boats did not reach Gin Drinkers' Bay and that they emptied themselves in some mysterious manner, and that everything that floated deposited itself in the harbour. In order to remedy this it was decided that if the refuse were dumped on Cow-ee-Chow it would not come back into the waters of the colony and then the steam launches and steam barges were at risk to take refuse out to the spot and dump it in the sea, and the department, hiding its head like an ostrich, failed to see the fouling of the foreshores of the colony. Mr. Bowley referred to a suggestion once made for the erection of a destructor at Kennedy Town, at a cost of \$58,000, which would not only have destroyed the refuse but would have been productive. The heat could be used to generate electricity or to pump water to the Peak and the residuum could be used for filling in swampy ground and places which bred mosquitoes, and other purposes. In fact they would have been able to supply current at the rate of two cents per unit which was the same as in Shanghai. The second method that they could adopt would be to bury or burn the refuse in situ. All that was required was a couple of Sanitary Board coolies, one armed with a broom and a box of matches and the other with a spade. The bryon

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, MARCH 11, 1914.

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS.

Belgium, French, and Russian Railway Policies in China.

[The article which follows is taken from the *Far Eastern Review*. It will be read with interest not only for the wealth of information it contains but also as an example of an interesting journal. Our readers cannot fail to appreciate the immense amount of labour and research which must have been entailed in the collection of the facts here given. In previous issues the growth of Russia's railway policy, with the aid of France and Belgium has been discussed. The creation of the Chinese Central Railway, Ltd., is now being considered.]

The British and Chinese Corporation thus shared their interest in two live and valuable concessions in exchange for the elimination of the claim of the other syndicate to a line terminating within its sphere of activity. Competition with its main business was, however, thereby defeated, and the official Corporation was ostensibly left in command of the railway situation north of the Yangtze.

The British objective, as already stated, was to secure an extension of the Pukow-Sinyang line to Chengtu, in Fz chuan, and the continued efforts of the Legation and the Company were concentrated in persuading the Chinese to cede the right. At the same time a group of French and Belgian capitalists, headed by the Banque de l'Indo-Chine, were also deeply interested in securing the concession for a line from the Hankow-Sinyang district westwards to Chengtu, and were bringing political pressure to bear on the Chinese Government for this purpose.

Two American syndicates had previously entered the field for the same concession and the then American Minister (Mr. Conger) at Peking approached the Chinese Government on their behalf as soon as it became known that a French combination was active. The Waipatu in its perplexity between the claims of the various syndicates compromised by promising the American Minister in writing that if foreign capital became necessary for the construction of the line, preference would be given to Americans and British, who were the first applicants.

Dangerous competition thus entered the field to wrest from the British Corporation the right for this exceptionally valuable commercial and essential British political line, and to avoid any possible interference with its commercial plans, and apparently disregardful of national considerations, the British Corporation entered into an agreement with the group of French capitalists and absorbed them by surrendering a large share of the

The Chinese Central Railway Company, Limited was registered on January 7, 1904. The authorized capital is £1,010,000 in shares of £1, £100,000 being in ordinary shares and £1,000 in deferred shares, and the whole amount has been subscribed, and £1,000 paid up, the ordinary shares having been called, and the deferred shares being fully paid. The deferred shares are entitled to receive half the profits of each year (which the directors may determine to divide) after the holders of the ordinary shares for the time being issued shall have received in dividends a sum equal to the amount paid up thereon, and upon any return of capital in a winding-up or otherwise the deferred shares are to be entitled to participate pari-passu with the ordinary shares for the time being issued until the full amount of the capital paid up on both classes

national rights in the Pukow-Sinyang line which were entrusted to their charge for safeguarding.

The 1905 Agreement and Monopoly.

As this agreement has materially modified the position of Great Britain in the Yangtze Valley a brief synopsis of its principal clauses should prove illuminating. It was signed between Carl Meyer, of London, on behalf of a British Group consisting of the British and Chinese Corporation Limited, the Peking Syndicate, Limited, and the Yangtze Valley Company; and by Stanislas Simon, representing a body of French capitalists, consisting of the Banque de l'Indo-Chine, the Comptoir National d'Escompte de Paris, the Societe Generale, the Regie Generale de Chemin de Fer, and Messieurs N. J. and S. Bardac, and by the Chinese Central Railway, Limited.

The object of the agreement was to form a new combination for the monopoly of railway construction in the Yangtze Valley, especially as concerned the

of shares shall have been returned and thereafter the deferred shares are to be entitled to have divided amongst them one-half of any surplus assets. Voting power, one vote for every ordinary share, and 100 votes for each deferred share.

The Peking Syndicate, Limited, was registered on March 17, 1897, for the purpose of obtaining and developing concessions for mining, railway, and other undertakings in China. In May, 1898, the syndicate acquired the sole right for sixty years to open and work coal and iron mines and petroleum deposits throughout certain specified districts in the provinces of Shansi, China, covering an area of approximately 20,000 square miles, and shortly afterwards a contract on similar terms was signed covering all that part of the province of Honan which lies to the north of the Yellow River. Certain railway rights were given under the concessions. The Chinese government is to receive a royalty of 5 per cent. on the prime cost of all minerals extracted; and of the net profits, after providing for 6 per cent. interest on capital employed, and setting aside 10 per cent. of the profits as a sinking fund the Chinese government is to receive 25 per cent.

The Yangtze Valley Co., Ltd. was registered on December 23, 1900, in amalgamation of the Yangtze Valley Syndicate, Ltd., registered on May 27, 1899 and the Upper Yangtze Syndicate, Ltd., registered on June 27, 1899, to deal with properties and concessions in China. The authorized capital is £500,000, £200,000 being in priority shares of £1, £99,755 in ordinary shares of £1, and £225 in deferred shares of 1s. The priority shares are entitled to receive out of the first profits of the company dividends amounting in all to 100 per cent. and when such dividend shall have been paid all distinction between the priority and ordinary shares is to cease, and the net profits are then to be divided—50 per cent. amongst the ordinary shares, 40 per cent. amongst the deferred shares, and 10 per cent. amongst the directors. Only seven of the ordinary shares have been issued; of the priority capital £96,150 has been subscribed and paid up, and all the deferred shares have been fully paid. The company holds 96,800 fully paid shares of £1 in the Electric Traction Company of Hongkong, Limited; 1,710 fully paid shares of £1 in the Association General, Limited (the pioneer of the Singapore Electric Tramways, Ltd.); 2,500 ordinary shares of £1 (8s. paid), and 90 fully paid deferred shares of £1 in the Chinese Central Railway, Limited; a one-fourth interest in the Province of Yunnan concession, held by the Syndicat du Yunnan, Limited; 5,000 ordinary shares of £1 (5s. paid), and 730 deferred shares of £1 fully paid in the Nippon Syndicate, Limited and 2,000 ordinary shares of £25 (£1.5s. paid), and 250 deferred shares of 1s. (fully paid) in the British and Japanese Finance Corporation, Limited.

Pukow-Sinyang and Sinyang-Chengtu railways. The essential feature of the agreement was to combine for the purpose of opposing and defeating all competition with the new Company in their plans for the construction of Chinese railways.

In the distribution of the 100,000 shares of the new Company, the French were to allot 50,000 shares out of their 50,000 to a Belgian Group, or the Compagnie Internationale d'Orient, and the Belgian Group were in turn to transfer 2,500 of these shares to the British Yangtze Valley Company, Limited; the British Group were also to allot 5,000 of their shares to the Belgian Group, and a further 7,500 shares to an approved American Group, and, in the event of the Americans not participating, the final allotment of the shares would be 45,000 to the French, 45,000 to the British, and 10,000 to the Belgians.

The object of the agreement as set forth in the document is, in part, as follows, "and whereas the Chinese Central Railway, Limited, is at present entitled to the benefit of two agreements for railways to be constructed from Pukow to Tientsin, and from Pukow to Sinyang, and whereas the Company has been negotiating for some time past to obtain a concession and other rights in connection with a railway from the Hankow-Sinyang district to Chengtu and the French Group have been for some time negotiating to secure a concession for a railway from Hankow to Chengtu and have come into competition with each other, and for putting an end to such competition the Company and French Group agree to associate themselves in the manner and on the terms appearing."

Article 3 of the agreement provides that "The engineers and other Europeans engaged upon the said railway from Pukow to Chengtu, and of each railway that may be formed or controlled by the Company (other than the railway from Pukow to Tientsin) shall, so far as possible, be in equal proportions of British and French and French nationalities, and all orders for materials and rolling stock and plant and all contracts for construction of said railways (other than aforesaid) shall be divided in equal proportions between British and French manufacturers and contractors."

Article 1 says: "The British and French Groups shall respectively agree that, so long as they hold any share in the company respectively they will respectively use their best endeavours to oppose and defeat any scheme competing with the company's main business."

The above agreement, then, discloses that whereas the administrative control remains in the hands of the Chinese Central Railway, Limited, the financial control passed to the French and Belgian bankers.

French and Belgian Control of a British Company.

In the amalgamation of the Peking Syndicate with the British and Chinese Corporation for their railway rights north of the Yangtze River, the official organization contributed as its assets two bona fide acknowledged railway concessions (the Tientsin-Pukow and the Sinyang-Pakow lines) and naturally secured the controlling interest of 60 per cent. of the stock of the original Chinese Central Railway, Ltd. The Peking Syndicate, whose only asset was an indefinite claim for a line from the mines to deep water at Pukow, secured only 40 per cent. of the shares of the company. The exact proportion of the shares of the Peking Syndicate, Ltd., held in France and Belgium, can only be ascertained correctly by reference to the books of the syndicate itself, but it is generally accepted that the French hold the controlling interest, and the editor of the *Peking Gazette* recently made the statement,

which has passed unchallenged, that the French interest in the Peking Syndicate was 90 per cent. If only 50 per cent. is accepted as the French participation it is sufficient for the point we desire to accentuate. In the last Annual Report of the Syndicate, published in December, the Directors publicly state that the Syndicate participates as to about 20 per cent. in the Chinese Railway, Ltd., which is their proportion of the shares allotted under the 1905 Agreement. This document allots 55 per cent. of the shares to the French and Belgians. If we add to this the proportion of French holdings in the Peking Syndicate, or, say, 50 per cent., and the Syndicate has a 20 per cent. share in the Chinese Central Railway, Ltd., it is quite clear that the actual position of the French and Belgians in this British Official institution would be 65 per cent., or if the Editor of the *Peking Gazette* is sure of his facts, it would be increased to about 73 per cent.

In other words, the Chinese Central Railway, Limited which poses as the official British institution in the Tientsin-Pukow and the Pukow-Sinyang Railways, is no longer a British Company except in name only, and proves irrefutably that the great British Government is being utilized as the cat's paw of international finance to force through French and Belgian interests in China.

China in a False Position.

The change in the status of the Company was kept a profound secret, for no copy of the agreement was ever filed with the Chinese Government, who was most vitally interested, nor was it published. It is difficult to believe, too, that the British Government could consistently recognise or condone the stipulations of the agreement and preserve "face" with the Chinese, for we find that the official British Corporation deliberately handed over fifty-five per cent. in this purely British undertaking to the very interests to which China had granted the Peking-Hankow concession in 1898, and for which act she was penalised.

China was punished by Britain for granting this concession to Belgium and we know that on the authority of the French Yellow Book 60 per cent. of the Peking-Hankow syndicate shares were owned in France, yet the British official Corporation, after they had been paid the fine wrung from China, complacently divided the spoils with the French and Belgians. Was it a wilful insult to China or a simple betrayal of the national interests entrusted to their care?

In view of the facts concerned with the granting of the Pukow-Sinyang concession to Great Britain it is clear that the British Corporation surrendered the interests that were selected to safeguard, without due regard to the position of the Chinese Government, or the honour of the British Government. Somebody blundered. And by signing the final Sinyang-Pakow loan agreement in November last with the Chinese Central Railway, Limited, the Chinese Government has again been placed in a false position with respect to the British Government for it has unwittingly been led into a similar position to that in which it found itself in 1898. China becomes a party to another "breach of faith" by signing a contract for a purely British concession with a company whose financial control is vested in the French and Belgians.

The British Government Compromised.

The essential feature of the agreement entered into between the British and French groups in 1905, was to do all in their power to oppose and defeat all competition with the Company's main business. The Company's main business was the financing and construction of railways in

China under the departmental commercial firm of Jardine,

system which provided for the purchasing of material through the banks acting as Purchasing Agents and receiving a commission of five per cent. for their services.

It is this feature which places the British Government in the most compromising position with its own independent financiers and manufacturers, for the Government, by supporting the agreement, becomes a party to the maintenance of an unjust monopoly fastening on China the most expensive system of railway construction, and obstructing the right of independent British manufacturers or railway contractors to do business with China.

The fact that this monopoly, under the protection of the British Government, was used to defeat all competition has been fully attested to by the experience of independent British manufacturers and contractors who have spent large sums in the useless endeavour to do business in China, and which, on several occasions, has led to official protests against the system.

As it is professedly against the principles of the British Government to discriminate in such matters and uphold a combination in restraint of the rights of other legitimate British enterprises, the existence of the agreement has been carefully concealed. Otherwise those firms who have unsuccessfully tried to conduct business in China would have legitimate grievance and legal rights to compensation for the losses involved. Leaving these phases of the situation out of the question, however, it is clear that the monopoly did exist, and that the essential features of the Anglo-Franco-Belgian 1905 combination, having the support of the British Government, was to oppose and defeat all competition with the main business of the Company.

Rightly or wrongly the British Government has been made a party to this agreement by its continued support to the Company, thereby creating a precedent contrary to all ideas of a free government.

Why Independent Firms Could not do Business.

The situation arising out of this monopoly bears an important relation to the organization of independent British engineers to advance their interests in China. In the issue of *The Far Eastern Review* for August, 1911, was published a comprehensive review of the question of supplying Chinese railways with materials, and for special reasons, the article was written on behalf of American manufacturers, although the main argument was equally in support of the independent British manufacturers. It was entitled, "The Violation of the Open Door by China, or the reasons why American Manufacturers of Railway Materials could not secure Fair Play in the Awarding of Tenders under the present system of Railway Construction."

Although the 1905 Agreement was in our possession at that time, and we were fully cognizant of all the situations which had arisen as a consequence of the monopoly, we refrained from publishing or quoting it, feeling sure that the British Government was not officially aware of its existence.

We recognized at that time that the independent British manufacturers and their agents in China could never hope to secure free scope to obtain business under a system which delegated to a commercial concern the sole purchasing rights for the materials to be used in construction of the railways.

In all of the British railway loan agreements with the official group, the department system of construction has been rigorously enforced, and the purchasing rights have always been delegated by the Corporation to the

Matheson & Co., one of its component parts.

As this firm is also the active selling agent for certain British manufactures of railway material, rightly or wrongly the idea has been created in the minds of their competitors, that they favoured the manufacturers whom they represented.

There are many instances where this is not true, and where the independent firms have secured large orders in direct competition with the firm. It is only fair to state that the position of Jardine, Matheson & Company in this matter is an extremely delicate one, and they are able fully to justify their position. For although this firm acts as Purchasing Agents for the railways under construction, the actual awarding of the tenders has been made by the Managing Director of the lines, and the firm, thus relieved of the responsibility of being the actual purchaser, has at times openly competed for tenders, which were subsequently turned over to them for execution. There may be many fair and reasonable arguments adduced to "justify" a firm acting as the official purchasing agents for railways secured by the British Government to advance the national interests, in submitting tenders in competition with other firms, but a careful examination of all the points involved, indicates that the attitude is ethically incorrect. By permitting themselves to be placed in this false position, the official British Purchasing Agents have incurred the open hostility and criticism of the independent British manufacturers and their agents, who have failed to secure business in China. Several protests have been made to the British Legation against the operation of this system, but no steps were made to rectify the unfortunate situation until recently when the British Government was compelled by the danger of losing the important railway contract secured by the independent firm of Pauling and Company, and by the "Belgian" success, to recognise that a change of policy was absolutely compulsory.

Under the terms of the 1905 Agreement, with its essential feature to oppose and defeat all competition with the company's main business, the British Government unfortunately becomes a party to this method of conducting business, and is open to the severest criticism from the British engineers and manufacturers for the maintenance of an unjust and unholy monopoly.

The failure of the independent British engineering firms to secure a fair share of the railway business in China, led to the organization of the British Engineers' Association. The organizers ascribed the failure of British engineers in China to the operation of American and German diplomacy and their commercial methods, being ignorant of the 1905 Agreement by which their rights had been transferred to France and Belgium, and under which their Government was a party to barring them from the field.

Eastern Engineering in its ignorance of the fundamental facts underlying the situation, rather narrow-mindedly ascribed the failure of British engineers to the machinations of the *Far Eastern Review* and bitterly condemned us as being anti-British for our open comments on the very facts which gave justification for the formation of the Association. The paper has since carried on a systematic campaign amongst the engineering firms of Great Britain to undermine our position and destroy our usefulness, but if those firms will pause to realise how the Pauling contract, with its great possibilities in the way of sale of railway materials, got to England, and how the policy of the British Government was changed,

which facts Eastern Engineering

ought to make known,—their eyes will be opened to a true conception of the situation.

With the publication in full in this issue of the 1905 Agreement, the independent engineers can now appreciate the full force of the reasons why they could not secure fair play in the construction of Chinese railways and in the supply of materials, and they will now fully understand the inner reasons which compelled them to organize in order to compete.

If the independent British engineers and contractors have a legitimate grievance, what can be said of the position of the Chinese Government, compelled as it was to submit to and accept the ironclad conditions of the extravagant departmental system of construction forced on it by the Banks and the foreign Governments in order to maintain a monopoly, the chief of which is the side profit to the Banks in the shape of the purchasing commission?

The services of the best purchasing agents in Europe of America could be secured on the payment of two per cent. commission. In the division of the five per cent. among the four groups in the Hukang Railway Loan, one per cent. is set aside to defray the actual cost of conducting the purchasing by the two Agents, while the remaining four per cent. is divided equally between them.

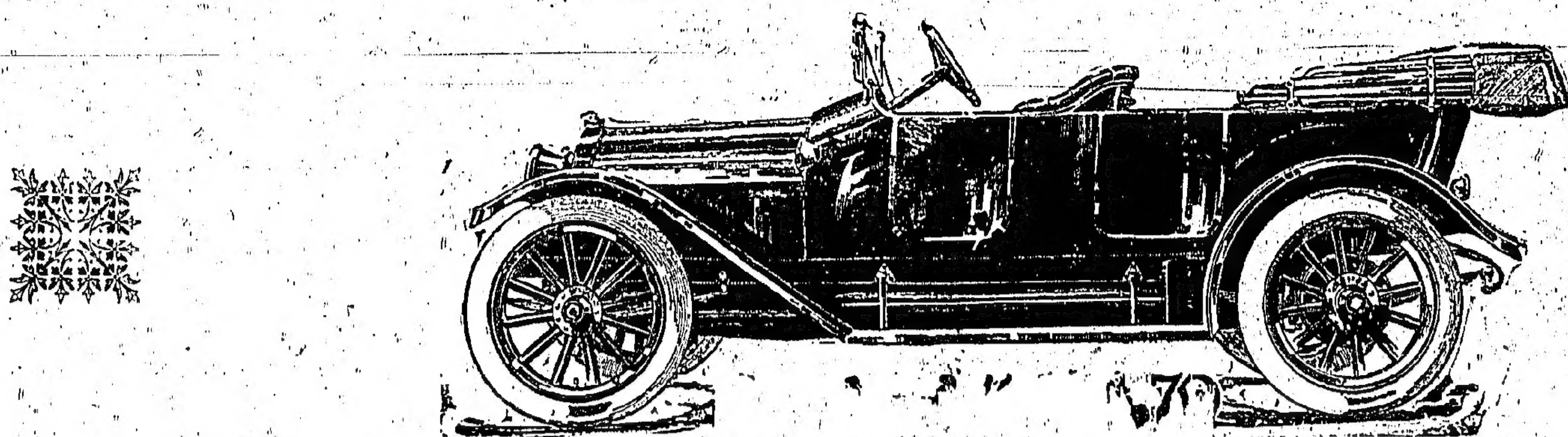
Excessive Cost of Railway Construction.

It is no exaggeration to state that the cost of constructing railways in China under the cumbersome departmental system, has been 25 to 33 per cent. higher than the cost would have been if the construction had been entrusted to experienced and reputable railway contracting concerns. But the construction of railways in China under contract, with experienced builders, would terminate the rich and profitable departmental system, with its tidy five per cent. purchasing commission for the commercial end of the official organizations and thus interfere with its main business. So to preserve the system, and prevent the Chinese Government from ever realizing the truth by the admission of contractors to the field, the entire power and influence of the official groups has been brought to bear in opposition to their entrance.

When the British and Chinese Corporation was first organized in 1898, the leading firm of British railway contractors was admitted as a shareholder and an agreement was reached whereby the firm would construct under contract the Shanghai-Nanking line. The commercial element in the Corporation was, however, able to prevent the construction of the line by contract, and carried on the work departmentally. The construction cost of the line was \$11,000 per mile. It may be said, however, that the average cost of constructing railways in China under the departmental system is about \$9,000 per mile over ordinary country. There are no figures for contract work, except the cost of the Peking Syndicate Railway (the Tao-Ching line) which was constructed under contract by the great British firm of engineers, Messrs Pearson & Sons, and which exists to-day as one of the best built lines in the country. The actual cost of the line was under \$7,000 per mile, which included the contractor's profits. This is \$2,000 under the average cost of departmental built lines, and \$4,000 per mile cheaper than the Shanghai-Nanking railway. And for the purpose of Chinese traffic the Tao-Ching line meets the requirements of the country as well as the more expensive line.

(To be Continued To-morrow.)

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FOOTBALL.

R.G.A. v. Empress of Russia.

A team drawn from the R.G.A. Empress of Russia engaged in a match with the R.G.A. at the Military Ground, Happy Valley, on Monday, when the Gunners scored an easy victory by 7 goals to 1. In the first stages play was up and down, the field. The military men rushed off at the start and soon scored, but the seamen rallied and shortly afterwards Alexander, the centre-forward, netted their only goal. From now onwards the Gunners had matters largely their own way and before the interval they had put on three more goals. In the second half the soldiers still kept up aggressive methods and it was only the good work of the backs, Mr. Gregor and Patterson, and Chubb in goal, which prevented them from notching more than a trio of further goals. The marines were out of practice, and taking that fact into consideration, they did very well. Mr. Culloch was easily the best of their forwards, and he did some fine work. Mr. Payne was the referee.

and box of matches could be used for burning such refuse as could be burnt and the spade could be used for the decent interment of dead felines. The neighbouring villagers could be pressed into service and the school children of the neighbourhood could be given a holiday as long as the fire was kept burning.

Once a quarter would be sufficient. Sixteen years ago the colony took possession of the New Territories and extended to them the priceless boon of Pax Britannica. What had been done during those sixteen years? The New Territories were not within the purview of the board; they were outside their jurisdiction but he had not noticed much improvement in the condition of the New Territories during the last sixteen years.

Mr. Bowley:—What is the objection, sir?

The President:—The motion is in regard to the destruction in situ of certain refuse from the beaches. It is true they are New Territory beaches but I cannot conceive the New Territories objecting, and I don't see why places outside this jurisdiction should be discussed.

Mr. Bowley replied that if the President held that reference in the Board to the sanitary condition of the New Territories was out of order he must of course bow to his ruling, but he submitted it was the duty of the board to set the New Territories a good example. All they had done was to spread the debris on the beaches. If the system of bonfires on the beaches were inaugurated he hoped that the good example that they would be setting would be copied by the district officers, police and inhabitants of the New Territories.

Dr. Kilgus seconded and said that he endorsed the remarks of Mr. Bowley about incineration. He had before made remark to the board of his hope that the Government would, at some future time, install a proper incinerator in Hongkong. It would do away with this talk of bonfires and fire, with a good deal of expense, and also the trouble of having the city rubbish waiting day after day during typhoons.

The President said that he might inform the Board that a few weeks ago a gentleman called on him with an extensive incinerator scheme and he put forward much the same things as were mentioned by Mr. Bowley, and the idea was that his firm should erect a huge plant and that they should not only destroy the rubbish but that they should pay for having it given to them to destroy. Out of that they were to produce power in large quantities but the great obstacle to the scheme was that the electric light in the Colony and the trams of the colony were in the hands of private companies and he did not suppose that they could be induced to use the current of a rival company. He

Y.M.C.A.

The Annual Report.

The annual report of the European Y.M.C.A. which has come to hand, states inter alia that the past year has been a successful one. There has been a general improvement in all departments, more successful activities and an increase in membership.

As in former years, many changes have taken place but there has been a total increase in membership of 20.

Thanks to much careful work by the Residence Rooms and Mess Committee a marked advance has been made. All available rooms are now in use as residence rooms giving accommodation for 18 men. The Mess has acquired a much improved equipment and has added greatly to the "home" atmosphere in the Association.

Athletic:—Through the kindness of the Hon. Mr. G. H. Ross a site was reserved for a Recreation Ground at Wanchai. The tennis courts were laid and the grounds opened by the President of the Association in May.

The Hickey Club has this year a large playing membership and has played a number of matches.

Camps:—The summer holiday camp held its second season at Cheung Chow, and was again a very popular appointment.

Unfortunately the marshes were demolished by the typhoon which visited the Island in August after which the camp was discontinued.

The Balance Sheet shows an income of \$15,077.34 and an expenditure of \$15,123 leaving a debit balance of \$55.98 on the year's working.

Subscriptions and donations amounted to \$1,733.00

suggested to him that if he thought it was practicable he should communicate with his principals upon those lines and then formally address the government upon the matter. He had heard no more since but the time had not been sufficient for that yet.

The resolution was then put and declared carried.

Mr. Bowley put the following questions standing in his name:

(i) How many of the Sewer Flushing Tanks mentioned on pages 23 and 24 of Mr. Osbert Chadwick's Preliminary Report on the Sanitary Condition of Hongkong, dated 10th April, 1902, are now in operation? and how many additional flushing tanks are now in operation for the City sewers?

(ii) In the report above mentioned Mr. Chadwick offered to consider the question of flushing the Storm Water drains further when a complete plan of the drains was before him, a footnote states that the plan was then (in 1902) being prepared: was such plan prepared and submitted to Mr. Chadwick? if not, why not? if yes, what further recommendations did he submit? and to what extent have such recommendations been carried out?

(iii) Is the water of the Nullah used for flushing the storm water drains as recommended by Mr. Chadwick? if not, why not?

(iv) Have all unnecessary storm water drains been filled up as recommended by Mr. Chadwick?

(v) What means exist of flushing and cleansing the storm water drains of the City in the dry season? and what steps are being taken in this dry season to flush and cleanse such drains?

(vi) What officer or officers are now in charge of (a) the maintenance and (b) the cleansing of (1) the sewers and (2) the storm water drains of the City? and what staff is employed for these works?

(vii) When was the covered nullah from above Wanchai Market to the sea last cleaned?

(viii) When were the other storm water drains in the Wanchai district last cleaned?

(ix) Have any Sanitary Officers called the attention of the Building Authority to the insanitary

condition of the footpaths under verandahs and balconies in Queen's Road East in breach of the verandah regulations? if so, with what result? if not, will the Head of the Sanitary Department do so now?

(x) Have any Sanitary Officers called the attention of the Engineer in charge of roads to the insanitary condition of the footpaths in Queen's Road East and other parts of the Wanchai District which are maintainable by the Government? if so, with what result? if not, will the Head of the Sanitary Department do so now?

(xi) Have any Sanitary Officers called the attention of the Engineer in charge of roads to the insanitary condition of Cross Street, Wanchai, where much food is sold, the buyers having to wade through seas of mud in showery weather? if so, with what result? if not, will the Head of the Sanitary Department do so now?

The President replied:—The first eight questions have been referred to the Colonial Secretary for information.

The answer to the first half of number nine is "Not recently."

The same applies to numbers ten and eleven.

In reply to Mr. Bowley's question, whether the information in connection with numbers one to eight would be available for the next meeting, the President said that he could not say, though he would endeavour to get it.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. s.s. MONTAGLE left Kolo on the 11th inst., at noon and is due to arrive at Moul on the 12th inst., at 7 a.m.

The E. & A. s.s. EASTERN from Sydney etc., left Manila for this port on the 10th inst., at midnight and may be expected to arrive here on about 13th inst., at daylight.

The I. G. M. s.s. PRINZ SIGISMUND left Sydney on the 7th inst., at 11 a.m. and may be expected here on or about 30th inst.

To-day's Advertisements

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF AIRLIE," From PORTLAND, SEATTLE, VANCOUVER (B.C.) & JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 11th inst. at Noon will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 17th inst., at 6 p.m. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 19th inst., at 9.30 a.m.

All Claims must be presented on or before 20th inst., otherwise they will not be recognised.

JABINE, M. L. & CO., LTD., Agents.

Hongkong, 10th Mar., 1914. [1175]

NOTICE.

By kind permission of Col. A. C. Watson and Officers, the BAND of the 8th Rajputs will render Selections at the ROYAL GEORGE HOTEL, Lowloon, from 8 to 11 on THURSDAY EVENING, March 12th.

SPECIAL MENU FOR THE OCCASION.

Patrons are requested to Reserve Tables before 4 p.m. on Thursday.

DAIRY FARM NEWS.

FISH.

FRESH SIBERIAN SALMON,

SELECTED

KIPPERS.
HADDOKS.
FILLET.

TURKISH CIGARETTES

OF HIGH QUALITY

MAHALLA No: 1
SPECIALS No: 1
SPECIALS No: 2

MANUFACTURERS:

M. Weinberg & Co., London W.

SOLE AGENTS,

KRUSE AND CO.

To-day's Advertisements

G. R. 1914-5

SEALED TENDERS in duplicate will be received at the R. N. Hospital until 11 a.m. on the 21st March, 1914, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice and other provisions, and necessaries for the year ending 31st March, 1915.

Sealed Tenders in duplicate will also be received for Coal (Akeke and Yubari).

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any Tender is reserved.

DONALD T. HOSKYN, Deputy Surgeon-General, R. N. Hospital, Hongkong, 11th Mar., 1914.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 14th March, 1914 commencing at 11 a.m. at his Sales Rooms, Duddell St.

117 PAIRS LADY'S & GENT'S BROWN BOOTS & SHOES (English Make) in first class condition

Without reserve. On view from Friday, the 13th March.

Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

The Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 14th March 1914 commencing at 12 o'clock noon at his Sales Rooms, Duddell Street,

20 Cases PETER WALKER LAGER BEER (quarts & pints), 20 Cases QUARTS MOET and CHANDON CHAMPAGNE.

15 Cases pints MOET and CHANDON CHAMPAGNE.

20 Cases (quarts and pints) GUILLEMET CHAMPAGNE.

Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

NOTICE.

THE COMMODORE & MEMBERS of the ROYAL HONGKONG YACHT CLUB

At Home. The Club House North Point, Saturday, 14th March, 1914.

HENRY HEATH'S HATS

LATEST SHAPES

In STRAW HATS In FELT HATS

NOW SHOWING

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

16, DES VŒUX ROAD.

WM. POWELL, LTD.

HAVE IN THEIR

TAILORING DEPT.

AN

EXCELLENT SELECTION

OF

NEW MATERIALS,

FOR THE PRESENT AND COMING SEASON.

ALWAYS MODERATE FOR THE BEST.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WOMEN'S WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO.

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD.

TEL. 1322.

WORTH HAVING

D & J McALLUM'S "Perfection"

Embraces All the qualities of a high class Scotch Whisky for Connoisseurs

A Perfect Whisky: Mellow like a Liqueur

SOLE AGENTS, CANDE, PRICE & Co., Ltd. PROPRIETORS, D & J McALLUM, EDINBURGH

CONSISTENCY OF QUALITY GUARANTEED.

PRICE PER CASE 1 DOZ. QTS. DUTY PAID \$21.00

Shipping

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Russia 19th Mar.	Allan Line 11th April.
Empress of India 2nd April.	— 29th April.
Monteagle 8th April.	—

All Steamships leave Hongkong at noon.
The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.
The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.
PASSAGE RATES HONGKONG TO LONDON.
"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA" "EMPRESS OF JAPAN" via Optional Atlantic Port £65.
"MONTAGLE" Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.
SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.
Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.
Local and through passengers may, if desired, travel by rail between Ports of call in Japan.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
HASTWARD.
S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE & MOJI on 18th Mar.
S.S. "Thongwa," 6,298 tons, Capt. Roberts, will be despatched for YOKOHAMA, KOBE & MOJI on 26th Mar.
WESTWARD.
S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th Mar.
S.S. "Japan," 4,013 tons, Capt. Seddon, will be despatched as above on 25th Mar.
The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For freight or passage, apply to
DAVID SASSOON & CO., LTD.
Hongkong, Mar. 9th, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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HAMBURG-AMERIKA LINIE.

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EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and at North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Suedmark	18th Mar.	Wuerttemberg	1st May.
Brigavia	1st Apr.	Segovia	11th May.
Uckermark	5th Apr.	Emden	21st May.
Hoerde	14th Apr.	Frisia	29th May.
Sambia	25th Apr.		

HOMEWARD.

For Havre, Emden, & Hamburg:	For Havre Emden & Hamburg:
Spezia	Assyria
14th Mar.	4th April.
For Bremen, H'burg & Antwerp:	For Havre & Hamburg:
Senegambia	Alesia
15th Mar.	8th April.
For M'los, R'dam & Hamburg:	For Havre Bremen & H'burg:
Sachsen	Bayern
27th Mar.	23rd April.
For Havre & H'burg:	For Havre & Hamburg:
Scandia	Brigavia
23th Mar.	6th May.
For Dunkirk, R'dam & H'burg:	
Aragonia	
3rd April.	

For Further Particulars, apply to—

Hamburg-Amerika Linie

Hongkong Office: 20, PRAYA

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Destination	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Hirano Maru Capt. Fraser T. 16,000	WEDNES., 11th Mar. at 10 a.m.
	Katori Maru Capt. Murai T. 20,000	WEDNES., 25th Mar. at 10 a.m.

VICTORIA, B.C. and SEATTLE	Yokohama Maru Capt. Wada T. 20,000	TUES., 24th Mar. at noon.
SHANGHAI, via Moji, Kobe, Yokohama, and Yokohama		

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. K. Soyeda T. 9,300	WEDNES., 11th Mar. at noon.
	Tango Maru Capt. T. Sekine T. 13,500	WEDNES., 8th Apr. at noon.

CALCUTTA, via S'pore, Penang & Rangoon	Hakata Maru Capt. H. Nomura T. 12,500	THURSDAY, 19th Mar.
BOMBAY via Singapore and Colombo		

KOBE & Yokohama		
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Sekine T. 13,500	WED., 11th Mar. at 11 a.m.
SHANGHAI, Moji & Kobe	Penang Maru Capt. Murazumi T. 12,000	THURSDAY, 12th Mar.
SHANGHAI, Moji, Kobe & Yokohama	Kanagawa Maru Capt. Machida T. 12,500	SUNDAY, 15th Mar.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.

Hirano Maru	16000 tons	sails Wednesday	11th March
Katori "	20000 "	"	25th "
Kamo "	16000 "	"	8th April
Kashima "	20000 "	"	22nd "

FOR AMERICA.

Aki Maru	12500 tons	sails Tuesday	24th January.
Sado "	12500 "	"	10th March
Yokohama "	12500 "	"	24th "
Awa "	12500 "	"	7th April
Shidzuoka "	12500 "	"	21st "

For further information apply to Telephone No. 292. T. KUSUMOTO, Manager

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	18th Mar. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	14th Mar. at midnight
SHANGHAI	Shaohsing	17th Mar. at noon.
MANILA, CEBU & ILOILO	Teian	17th Mar. at 4 p.m.
SHANGHAI	Anhui	19th Mar. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	21st Mar. at midnight
WEIHAIWEI & TIENSIN	Kueichow	26th Mar. at noon

DIRECT SAILING TO WEST RIVER, Twice Weekly. "S.S. LINTAN" and "S.S. SANUT"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."
SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.
Reduced Fares:—Single \$45; Return \$75.
For Freight or Passages apply to
BUTTERFIELD & SWIRE.
Telephone No. 36
Hongkong 11th Mar., 1914.

RUSSIAN VOLUNTEER FLEET.
HONGKONG AGENCY.
Homeward Bound.
(Odessa via ports of call)
The S.S. Vladimir, 5,620 R.T. Commander Kamichansky, is expected to arrive here about the end of March, or beginning of April, 1914.
The S.S. Yaroslav, 4,494 R.T. Commander Lokhatoff, is expected to arrive here about the 21st day of March, 1914.
N.B.—This outward steamer on the way to Nagasaki and Vladivostok will call at Hongkong if the room permits.
For Freight, Passage and further particulars, apply to
Capt. D. A. LUKHMANOFF, Agent,
Hotel Macdonald, Tel. No. 1041.

For Freight or Passages apply to
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For Freight, Passage and further particulars, apply to
Capt. D. A. LUKHMANOFF, Agent,
Hotel Macdonald, Tel. No. 1041.

Shipping

HONGKONG PHILIPPINES STEAMSHIP CO



Steamship	T.	Captains.	For	Sailing date.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	FRI., 13th Mar. 4 p.m.
Zafiro	4000 F. S. McMurray		Manila, Mangarin, Cebu and Iloilo.	MON., 23rd Mar. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 4th Mar. 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

From	Expected on or about	To	Will leave on or about	
Tjibodas.....	JAVA	1st half Mar.....	JAPAN	1st half Mar.....
Tjitaroem.....	S'HAI	1st half Mar.....	JAVA	1st half Mar.....
Tjimanoeck.....	JAVA	2nd half Mar.....	S'HAI	2nd half Mar.....
Tjilatjap.....	JAVA	2nd half Mar.....	JAPAN	2nd half Mar.....
Tjipanas.....	JAVA	2nd half Mar.....	S'HAI	2nd half Mar.....
Tjikini.....	S'HAI	2nd half Mar.....	JAVA	2nd half Mar.....
Tjimahi.....	JAVA	1st half Apr.....	JAVA	1st half Apr.....
Tjiluwong.....	JAVA	2nd half Apr.....	JAPAN	2nd half Apr.....

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574 York Building. 15

TOYO KISEN KAISHA

SAN FRANCISCO LINE VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000 - 23 knots	Sat.	4th Apr.
Nippon Maru	44,000 - 18 knots	Wed.	8th "
Seyo Maru		Sat.	11th "
Hongkong Maru	11,000 - 10 knots	Sat.	25th "
Shinyo Maru	22,000 - 21 knots	Wed.	29th "

via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £96.10.

San Francisco £45. Return (6 months) £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent, KING'S BUILDINGS.

The Eastern and Australian Steamers Co., Limited.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		20th Mar. at 10 a.m.
Eastern	14th Mar.	9th April at "
Aldenharn	4th April.	1st May "
Empire	2nd May.	29th May "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND KOONGHOV RETURN (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halching	W. C. Pasmore.	FRIDAY, 13th Mar. at 11 a.m.
Haitan	J. S. Roach	TUESDAY, 17th Mar. at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 20th Mar. at 11 a.m.

FOR SWATOW.

Haimun	J. W. Evans	WEDNES., 11th Mar. at 11 a.m.
Haimun	J. W. Evans	SUNDAY, 15th Mar. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

LOG BOOK

Collapse in Freight.

Mr. W. J. Noble, Chairman of the Baltic and White Sea Shipping Conference, presiding over the annual meeting of the Cairn Line at Newcastle-on-Tyne, referred to the collapse in freight.

In July, 1911, he said, owing to a temporary shortage of sailors and firemen, the Shipping Federation, comprising 12 million tons of shipping, arranged for the laying up of 115 vessels for a month or less. The owners were compensated by a levy amounting to about \$40,000, representing a mething less than a penny per gross register ton upon the steamers contributing.

He recently laid the matter before a body of shipowners representing eleven nationalities, and that body had appointed a deputation to interview the president and executive committee of the International Shipping Federation comprising 181 million gross register tons, with the object of organising a similar scheme on a huge scale to embrace Great Britain and the countries represented by the Baltic and White Sea Conference.

A penny per ton on the International Federation's tonnage would produce \$75,000, sufficient to compensate a million tons of shipping for lying up for a month.

Launch of Oil Tank Steamers.

There was successfully launched from the Hebburn shipyard of Palmer's Shipbuilding and Iron Company (Ltd.), recently, the oil tank steamer San Zeferino, built to the order of the Eagle Oil Transport Company (Ltd.), for the Mexican oil trade. The ceremony was performed by Mrs. J. H. Macdonald. The San Zeferino is one of four large oil tank steamers built by the Palmer Company for the same owners, two of them having already been delivered, while another is approaching the launching stage on the stocks at Jarrow. The vessel is 420ft. long, will carry about 9,300 tons deadweight, and has been built on the Isherwood system of framing, to class 100 A Lloyd's Special Survey, for the carriage of oil in bulk, and is in accordance with Suez Canal requirements.

The oil tank steamer San Willrigo was successfully launched the other afternoon at the Walker-on-Tyne yard of Sir W. G. Armstrong, Whitworth, and Co. (Ltd.). The vessel was built for the Eagle Oil Transport Co. (Ltd.), for the Mexican oil trade, and is capable of carrying a total dead weight of 9,400 tons on a moderate draft of water. For dealing with the cargo, there is a large installation of pumps and oil piping throughout the vessel, and a system of heating coils in the oil compartments; the masts are telescopic for the Manchester Ship Canal.

Air-Propelled Ice Boat.

Although ice yachts have been sailed for years and amazing speeds have been attained, an Ohio inventor has constructed an ice boat equipped with a petrol motor and a propeller. Mounted on three steel blades, the chassis carries seats for three and 12-h.p. motor drives a 4ft. propeller similar to that used on an aeroplane, which makes 3,200 revolutions per minute, says Popular Mechanics. With three passengers a speed of 80 miles an hour has been made.

Durban as a Port.

Statistics of the Port of Durban for the past year indicate a period of continuous progress. To the old settlers who can remember the sand troubles at the harbour entrance, with a lowwater depth of little more than 10ft. to 12ft., it is very gratifying to be able to record a uniform depth of from 24ft. to 35ft., capable of admitting the largest vessels by day or night at whatever state of the tide. The total gross tonnage of shipping at the port during the year was 6,508,107 tons. The largest steamer entering the harbour, was the White Star liner Ceramic, of 18,481 tons, but the greatest day of the year was that on which the Saxonia, the Demosthenes, the Empress of India, and the Arco Castle, of a total tonnage of 44,977, were safely berthed inside at one time.

Oysters, Fresh, Fried or Stewed. Findon Haddock, King's & Co., ALEXANDRA GATE.

HONGKONG, WEDNESDAY, MARCH 11, 1914.

SCHOOL FOR THE BLIND.

Opened at Pokfulam this afternoon.

This afternoon the Ebenezer School for the Blind, was opened by Lady May. The new school is an extension of the Blindenheim in Kowloon which has been doing such good work for the blind Chinese girls from a large district round. There was a fair attendance, among those being Archdeacon Barnett, Pastor Muller, Rev. O. Maus, Rev. O. Schultze, Bishop and Mrs. Lander, Rev. H. E. Wells, Rev. C. H. Hickling, Mr. H. W. Bird and Mr. L. G. Bird. Archdeacon Barnett addressed the gathering, and on behalf of the Mission gave a welcome to the English visitors.

The building which is on the right hand side of the Pokfulam Road has been built at a cost of about \$40,000 but of this sum between \$10,000 and \$15,000 has still to be obtained. It is a flat roofed building with a three foot basement of stone, red brick ground floor with plaster on the second. The flat roof is of concrete and so is the ground floor which, however, is also covered with floor boarding in the sisters' quarters and cement in the other portion. The accommodation includes four dormitories upon the first floor and two on the ground, as well as two dining rooms. The sisters have seven rooms. There is still enough left of the site to double the size of the building as funds permit and we are informed that already negotiations are being fixed up for the purpose of building an extra wing.

Pastor Muller, in the course of an interesting speech, dealt with the history of the work since its very inception. About thirty years ago a sister came out to Hongkong for the the Berlin Hildesheim House, but her stay here was not very long for the climate being against her, she was sick during the whole of her stay of two years. She had to return home and, when she did so, everybody thought that the experiment of sending her out was a failure. However, it was not so, for she was very interested in the work and felt that she must do something for the Chinese. She cared for the Chinese in the home, but she loved the blind. During her stay they had taken in some blind girls but it was impossible to bring them up with those who had sight and the attempt had to be given up and only the healthy ones cared for. Then it was that this lady founded the home for blind girls in Hongkong. Two years after she had returned to Europe she had interested some people with the idea, and she obtained the first gifts for work among the blind in China. Four years later, in 1892, a society for the blind was formed, its aim being to support blind children in some institution for the blind in China.

In 1896, they had funds enough to send out a special sister for the work and she came to Hongkong. After having studied the language for about nine months she rented a small house in West Point and took in the children which the Society had supported and began to work for the Hildesheim Mission for the blind. After a short time they had to go to Macao because the place in which they were was unhealthy. There they remained until 1902 when they went to the Blindenheim in Kowloon where they started with eighty girls and two sisters, who had come out to help them in their noble work. It was only two years after that the first sister went home on furlough and died on the way before she had seen her old father. It was a hard blow to the work but it went on and after a short time they had to think of adding to the building which they had now

SPECIAL CABLES.

CHINESE RAILWAY CONCESSIONS.

IMPORTANT BRITISH NEGOTIATIONS.

(Special Pacific Service to the Telegraph—Reuter).

Shanghai, Received March 11. Reuter's correspondent at Peking states that the British and Chinese Corporation are negotiating with the Board of Communications for the construction of a railway

from Nanking to Ningbo-fu, Nanohang and Pingtsiang, where it will connect with the Pingtsiang-Changsha Railway, which is under their management.

It is reported that a well-known firm of British contractors is endeavouring to obtain a concession from Nanking to Canton, while the Japanese desire to construct a continuation of the Kiukiang-Nanking Railway to Foochow.

PROVINCIAL NOTE REDEMPTION.

POSSIBLE LOAN FROM KRUPPS.

Shanghai, Received March 11.

Krupps are negotiating with the Kwangsiang and Kwangsi authorities for a loan of fifty million marks at 5 per cent., secured on the local and Provincial taxes.

Two-thirds of the Loan may be used for note-redemption and a third for armaments. Repayment will commence after twenty-five years.

A "WHITE WOLF" OUTRAGE.

TOWN BURNED; FOREIGNER REPORTED KILLED.

Shanghai, Received March 11.

Reuter's correspondent at Hankow states that "White Wolf" has burned part of Luohokow, an important city in Hupeh. The troops guarding the city mutilated.

Telegrams from Luohokow state that one foreigner was killed and one wounded. Their names are not ascertained; probably they are Norwegian missionaries.

got. As they had not enough space where they were they had to look for a new site and this was rendered all the more necessary by the fact that the typhoon of 1906 had done damage to the house as many of their friends would remember.

Now they had the new home which would take school girls. The very young ones and the adults would still remain at the Blindenheim. The house was built following the block system. There were about twenty-five children in each block and they would live as a family, having to do their own washing and cooking and generally look after themselves. In the future they would add new blocks including a school block which could not be done at present on account of lack of funds. As the levelling of the ground was very expensive the whole expense for the new compound was not less than \$40,000. The amount was covered by subscriptions of friends in Hongkong and abroad but there was still a debt of fifteen thousand dollars, in all there were 121 girls in the home and eighteen in two branches in the interior, in charge of seven lady missionaries one of whom is also in the interior.

Lady May in declaring the building open said:—

I am sure you are all aware what a splendid work this mission does. None of our fellow creatures are so deserving of pity as those who are afflicted by blindness. Within these walls it is our earnest hope that the hard lot of a few, at any rate, of those who cannot enjoy the sight of the beauties of this world may be alleviated. We wish success to all those who shall devote themselves to the noble work of brightening—by making useful—the lives of the blind children committed to their care.

I have great pleasure now in declaring the Home open.

At the conclusion of the ceremony those present made an inspection of the building.

WON'T LEAVE BASEMENT.

Coolies Defy Landlady's Orders.

A Chinese woman was at the Police Court this morning charged with failing to comply with an order to give up possession of the basement of a house in D'Aguilar Street. The order prohibited occupation of the premises because they were too dark and unfit for habitation. Dr. Francis Clark, Medical Officer of Health, had charge of the case.

The defendant explained that the basement was now occupied by coolies, who refused to leave. They would take no notice of a female.

The case was adjourned sine die. Dr. Clark undertaking to see that the woman was given assistance in the eviction.

THE MERCANTILE BANK OF INDIA, LIMITED.

Final Dividend of 4 per cent.

Mr. A. R. Linton, Manager of the Mercantile Bank of India, Limited, informs us that he has to-day received a telegram from the Head Office stating that at the approaching Annual General Meeting of shareholders of this Bank, the Directors will recommend a final dividend of 4 per cent. free of Income Tax on the "A" and "B" shares, (making 8 per cent. for the year), that \$50,000 to be added to the Reserve Fund, \$4,000 to Officers' Pension Fund, \$8,000 to be written off freehold Bank premises account, and that \$24,800 be carried forward as undivided profits.

Soldiers Cricket Shield. Entries for the Soldiers' Club Cricket Shield close on the 17th inst. and the draw is to take place on the 19th.

The Brown Cup. The Brown Cup is to be rowed for over a distance of one mile on April 26.

TELEGRAMS.

ITALIAN CABINET RESIGNS.

TENSION RUNNING HIGH.

(Reuter's Service To The Telegraph.)

London, Received March 11.

Reuter's correspondent at Rome states that the Cabinet has resigned.

AVIATION DISASTER.

ANOTHER

London, Received March 11.

The aviator, Captain Dowser, fell a distance of 2,000 feet at Upavon and was killed.

The deceased officer fought in Magersfontein, etc., during the Boer War.

ST. PETERSBURG MURDER

ASSASSIN COMMITS SUICIDE.

London, Received March 11.

Reuter's correspondent at St. Petersburg states that the murderer of Colonel Chebaieff, the Chief of Police, has committed suicide in prison by means of poison.

GERMANY AND RUSSIA.

REMONSTRANCES DENIED.

London, Received March 11.

Reuter's correspondent at Berlin states that the semi-official journals publish denials of a remonstrance in connection with the anti-Russian scare, declaring that both the Russian and German Governments are holding aloof from the Press campaign. They deny that another Army Bill or a re-armsment of the Artillery is contemplated, and dwell on the harmonious Russo-German co-operation in the question of Armenian reforms.

BLOEMFONTEIN ELECTIONS.

UNPRECEDENTED POLLING.

London, Received March 10.

Reuter's correspondent at Bloemfontein states that in the Municipal elections there was a record poll. Three Labourites were returned, including Messrs. Duff and Campbell, who were imprisoned under martial law.

FIGHTING IN MEXICO.

GREAT BLOODSHED.

London, Received March 11.

The New York World's El Paso correspondent states that the Mexican rebels were attacked at Torreon and defeated, a thousand being killed on both sides.

MADAGASCAR CYCLONE.

MUCH DAMAGE DONE.

London, Received March 11.

Reuter's correspondent at Paris states that a cyclone and tidal wave in north-eastern Madagascar on the 2nd inst. did serious damage to buildings and shipping at Tamatave. Sixteen natives were drowned in the floods.

A ROYAL TOUR.

London, Received March 11.

Reuter's correspondent at Hamburg states that Prince Henry of Prussia and his consort have sailed in the new liner Kaptrafalgar for South America.

LOSS OF AN EYE.

Damages of \$1,000 Claimed.

At the Summary Court, this morning, before Mr. Justice Gompertz, S. Danenberg sued A. A. Almeida for the sum of \$1,000 for damages for assault, being as to \$870 part thereof of general damages and as to \$130 remaining part thereof, special damages being fees for medical attendance and treatment.

Mr. O. Farebrother Mason, of Messrs D'Almada and Mason, appeared for the plaintiff, and Mr. Heywood (Mr. L. D'Almada) defended.

Mr. Heywood said the defence in this action was that the defendant did the acts complained of in necessary self-defence. He submitted that if he could prove that the plaintiff struck the first blow it did not matter what excess of self-defence he used. Therefore, if the plaintiff lost his eye, although the self-defence was more than was necessary, still the plaintiff could not recover. He had a case which was absolutely right on the point.

His Lordship:—Supposing now the plaintiff slapped your client and your client shot him dead?

Mr. Heywood:—That would be homicide, but I have a case here absolutely on all fours with this.

His Lordship:—Any assault justifies excess?

Mr. Heywood:—A little excess. Plaintiff ought to have pleaded excess.

His Lordship:—No pleadings asked for.

Mr. Heywood:—Yes, my Lord, there are pleadings on this point.

The authority quoted, Dale v. Wood, his Lordship said, was under the old proceedings Rimmer v. Rimmer was quoted.

His Lordship said he would give leave to put in the plea.

Defendant said he had just come out of the Roman Catholic Cathedral with his brothers and they were chatting together. Plaintiff was on one side of the compound and defendant asked him to pay \$3 that plaintiff owed him. Plaintiff said he would give it to him afterwards and also said "I have got the money in my pocket, but I decline to pay you." Plaintiff also used insulting language and gave defendant a slap. Defendant lifted his stick in self-defence and struck plaintiff in the left eye. He was absolutely certain he did not strike the plaintiff first. He offered an apology to plaintiff there and then. He also sent him a letter of apology.

Mr. Mason:—I have not seen this letter.

His Lordship:—It is a most irregular way of conducting a case presenting something which has not been shown to the other side.

After hearing further evidence his Lordship gave judgment for the plaintiff for \$500 with costs.

Left for Japan.

Lieutenant Col. and Mrs. Pearson left by the Kashima Maru for Japan.

D.C.L. Gin.

We have received a sample of D.C.L. gin. If we remark that the gin is of the usual Distillers Company's standard, the public will be able to judge of its quality.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
S'PORE, Pang & C'outa...	Lalsang	Thur., 12th Mar. at 2 p.m.
SHANGHAI	Wosang	Fri., 13th Mar. at daylight
MANILA	Loongsang	Sat., 14th Mar. at 2 p.m.
SHANGHAI	Choyhsang	Sun., 15th Mar. at daylight
S'PORE, Pang & C'outa...	Fooksang	Tues., 17th Mar. at 2 p.m.
MANILA	Yuensang	Sat., 21st Mar. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing," and "Sulsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyhsang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. General Managers.

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PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice
"Shire" Line Service.—Home & d.
For Steamship Date of Sailing
LONDON & ANTWERP...Den of Airle...12th Mar.
LONDON & ANTWERP...Merionethshire...8th April.
Trans-Pacific "Shire" & "Glen" Joint Service
VICTORIA VVER STLE...TACOMA & PLAND...
VICTORIA VVER STLE...Den of Ruthven...5th April.
VICTORIA VVER STLE...TACOMA & PLAND...
VICTORIA VVER STLE...Glenloch...3rd May.
Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.
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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

The S.S. Futaba 4,154 tons, Capt. H. F. Minett, R.N. will be despatched for Kobe, Moji, and Yokohama on the 21st Feb. at daylight taking cargo and Passengers at current rates. For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Agents. Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS. WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

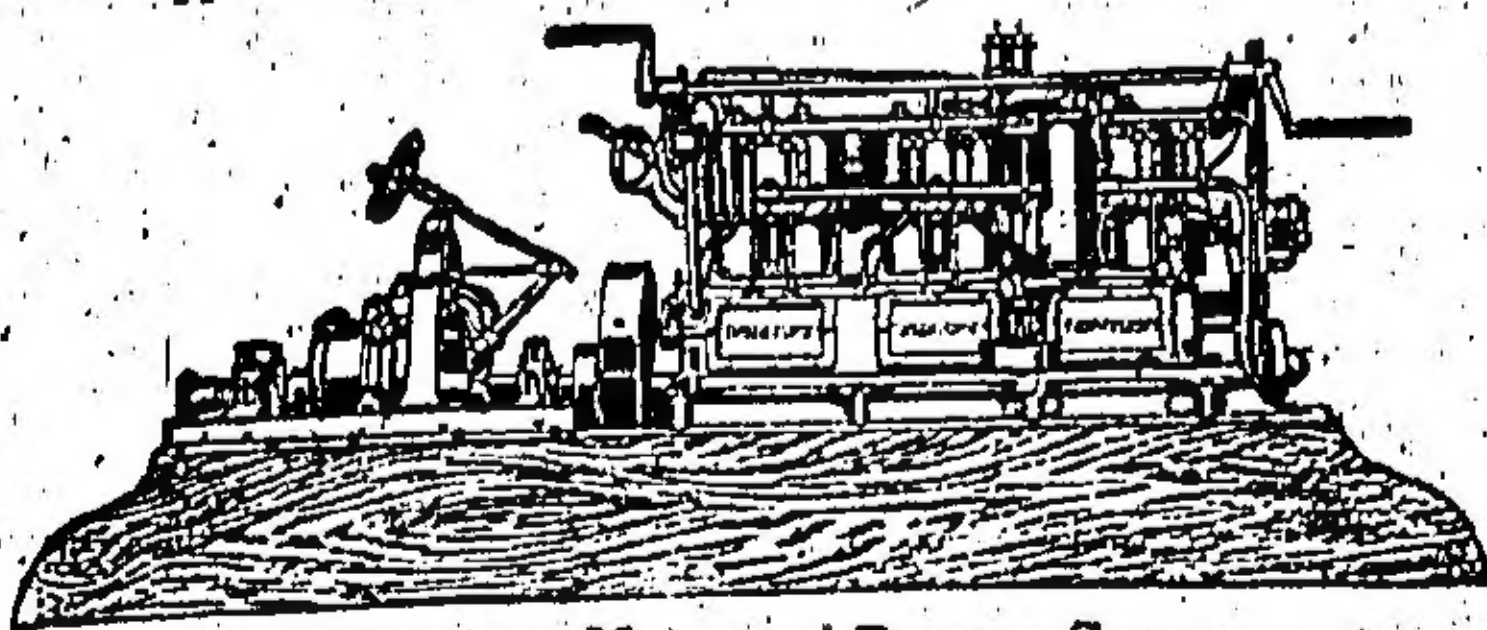
GRAVING DOCK 78' x 88' x 34' 6". Pumps empty Dock in 2-3/4 hours.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P. As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear. B.H.P. 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSE BOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Havre, Emden and Hamburg; Trieste, via Singapore, Penang, Co'ombo, etc.	Spezia	H. A. L.	14, Mar.
Bremen, Hamburg & A'werp, Marseilles, R'dam & Hamburg	Africa	S. W. Co.	15, Mar.
Maraille via Ports	Senegambia	H. A. L.	17, Mar.
Havre, Emden and Hamburg; Bremen	Si chsen	H. A. L.	23, Mar.
London via Plymouth	Aust. alien	M. M.	24, Mar.
Havre, Emden and Hamburg; Bremen	Scandia	H. A. L.	28, Mar.
Dunkirk, R'dam & Hamburg	Goettingen	N. D. L.	28, Mar.
Havre, Emden & Hamburg; T'te, Fiume V'ce, via S'pore etc.	Glenlogan	S. T. Co.	31, Mar.
Marseilles via Ports	Tuebingen	N. D. L.	E. of M.
Maraille via Ports	Aragonia	H. A. L.	3, Apr.
Havre, Emden & Hamburg; Bremen	Assyria	H. A. L.	4, Apr.
Marseilles, Antwerp, R'dam	Austria	S. W. Co.	6, Apr.
Bremen Hamburg	Chili	M. M.	7, Apr.
Havre, Emden & Hamburg; Bremen	Alesia	H. A. L.	8, Apr.
Havre & Hamburg	Bayern	H. A. L.	23, Apr.
Marseilles via Ports	Lothringen	N. D. L.	M. of Apr.
Havre, Emden & Hamburg; Bremen	Thuringen	N. D. L.	E. of May
Marseilles via Ports	Brigavia	H. A. L.	6, May.
Havre, Emden & Hamburg; Bremen	Dumbea	M. M.	19, May.
Hamburg/Bremen	Genlis	N. D. L.	5, of May

NEW YORK SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan & Co.	China	P. M. Co.	14, Mar.
London, via Usual Ports of Call	India	P. & O.	14, Mar.
V'toria, V'wer, S'ile & P. (Or.)	Suedmark	H. A. L.	18, 1st.
London & A'werp via S'pore etc.	Nile	P. & O.	18, 1st.
Vancouver via S'hai and Japan	E. of Russia	C. P. R.	19, Mar.
V'toria, B.C., T'ma via Japan & Co.	Seattle M.	O. S. K.	21, Mar.
San F'co via S'hai & Japan & Co.	Manchuria	P. M. Co.	21, Mar.
V'toria, B.C., Seattle & via	Y'hama M.	N. Y. K.	24, 1st.
Shanghai, &c.	R. Dollar	R. D. Co.	31, 1st.
San Francisco and San Pedro	Mexico M.	O. S. K.	1, Apr.
V'toria, B.C., T'ma via S'hai & Japan	E. of India	C. P. R.	2, Apr.
Vancouver via S'hai and Japan	Tenyo M.	T. K. K.	4, Apr.
San Francisco, via Shanghai, M'ia	Seijo M.	T. K. K.	4, Apr.
Japan and Honolulu	Atholl	D. L. Co.	4, Apr.
Mexican, Peruvian and Chile	Den. of	J. M. Co.	5, Apr.
Ports via Japan	Ruthven	C. P. R.	8, Apr.
New York	Monteagle	H. A. L.	14, Apr.
Victoria, Vancouver Seattle,	Hoerde	M. & Co.	15, Apr.
Tacoma & Portland	Llei t	C. P. R.	15, Apr.
Vancouver via S'hai, Japan etc.	E. of Asia	T. K. K.	25, Apr.
Victoria, V'wer, S'ile & P. (Or.)	H'kong M.	R. D. Co.	28, Apr.
N'les, G'oa, A'rs, Liebon S'ton,	f. S. Dollar	T. K. K.	29, Apr.
Vancouver via S'hai and Japan	Jbinyo M.	J. M. Co.	3, May.
San F'co via S'hai & Japan & Co.	Glenloch		

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	20, Mar.
Australian Ports via Manila	Colblin	M. Co.	21, Mar.
Australia	Changha	B. & S.	24, Mar.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australia	Aldenharn	G. L. Co.	1, May.
Australia	Empire	G. L. Co.	29, May.

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Y'hama, Kobe & Moji	Yeddo	N. A. Co.	B. of Mar.
Shanghai	Devanha	P. & O.	2, Mar.
Shanghai	Luchow	B. & S.	12, Mar.
Singapore, Penang and Calcutta	G. Apar	D. S. Co.	12, Mar.
Singapore, Moji, Kobe & Y'hama	Kanagawa M.	N. Y. K.	13, Mar.
Manila, Mangaria, Cebu & Iloilo	Rubi	S. T. & Co.	13, Mar.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	13, Mar.
Manila	Loongsang	J. M. Co.	14, Mar.
Shanghai	Devanha	P. & O.	14, Mar.
Tamsui via Swatow & Amoy	Daijin Maru	O. S. K.	15, Mar.
Shanghai, Kobe and Yokohama	Hoerde	H. A. L.	17, Mar.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	17, Mar.
Manila, Cebu and Iloilo	Teau	B. & S.	7, Mar.
Shanghai, Kobe and Yokohama	Soudmark	H. A. L.	18, Mar.
S'hai, Nagasaki, Kobe & Moji	A. Apar	D. S. & Co.	18, Mar.
Anping, Takao via S'ow & Amoy	Roshu M.	O. S. K.	18, Mar.
S'hai, Nagasaki, Kobe & Y'hama	Yorch	M. Co.	19, Mar.
Shanghai	Ahui	B. & S.	19, Mar.
Singapore, Penang & Rangoon	Jelunga	J. M. Co.	20, Mar.
Swatow, Amoy and Foochow	Haiching	D. L. Co.	20, Mar.
Shanghai, Y'hama, Kobe & Moji	Peking	A. N. Co.	21, Mar.
Shanghai, Moji, Kobe & Y'hama	Nubia	P. & O.	21, Mar.
S'pore, Pang, R'goon & C'outa	Hakate M.	N. Y. K.	21, Mar.
Manila, Mangaria, Cebu & Iloilo	Zafiro	S. T. Co.	23, Mar.
Shanghai, Kobe & Yokohama	Altanisque	M. M.	23, Mar.
Kobe and Yokohama	Misbima M.	N. Y. K.	26, Mar.
Kobe	P. Sigismund	M. & Co.	31, Mar.
Shanghai	Koerber	S. W. Co.	1, Apr.
Shanghai, Kobe and Yokohama	Brigavia	H. A. L.	1, Apr.
Y'hama and Kobe via Shanghai	Persia	S. W.	2, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	5, Apr.
Shanghai, Kbbe and Yokohama	Sambis	H. A. L.	25, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May.
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May.
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May.
Shanghai, Kobe and Yokohama	Erisia	H. A. L.	29, May.
Japan	Tibodas	J. C. J. L.	Q. desp.
Japan	Tijaroom	J. C. J. L.	Q. desp.
Shanghai	Tijini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijanas	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijahi	J. C. J. L.	Q. desp.
Shanghai	Tijirong	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijaroom	J. C. J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Shanghai	Wosang
Saigon	Lyseemoo
Moji	Barri Maru
For Bayard	Hue
Shanghai	Luohow

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Fremantle	Mansang
Singapore	A. Apar
Singapore	Pathan

CANADIAN MAIL.

The C. P. R. s.s. MONTAGLE left Yokohama on the 9th inst., at 5 a.m., and was due to arrive at Kobe on the 10th inst., at noon.

The C. P. R. s.s. EMPRESS OF JAPAN left Nagasaki on the 10th inst., at 3 p.m., and is due to arrive at Kobe on the 11th inst., at 6 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 7th inst., at 5 a.m. The C. P. R. s.s. EMPRESS OF ASIA arrived at Vancouver on the 9th inst., between 2 & 4 p.m.

AUSTRALIAN MAIL

The E. & A. s.s. EASTERN from Sydney etc., 1. Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.

AMERICAN MAIL.

The s.s. MANCHURIA sailed from Yokohama for Hongkong, via Manila, March 3. The United States mail has been transferred to the Nippon Yusen Kaisha's s.s. KUMANO MARU which is arrived at Hongkong March 9.

The P. M. s.s. CHINA will sail from Hongkong on the 14th inst., at noon via Manila, Nagasaki, Kobe, Yokohama and Honolulu, for San Francisco.

The P. M. s.s. NILE sailed from Yokohama for Hongkong, via Manila, on the 11th inst. The United States mail has been transferred to the North German Lloyd's s.s. KLEIST which is scheduled to arrive at Hongkong on the 17th inst.

ENGLISH MAIL.

The P. & O. s.s. DEVAHIA left Singapore for this port on the 8th inst., at 5.30 p.m. with the outward English Mail, and is due here on the 13th inst., at about 10 a.m.

GERMAN MAIL.

The I. G. M. s.s. P. E. FRIEDRICH which left here on the 5th inst., midnight arrived at Shanghai on the 8th inst., at 11 a.m.

The I. G. M. s.s. YOROK carrying the German Mails with dates from Berlin of the 18th of February, left Colombo on the 7th inst., p.m. and may be expected here on or about the 18th inst.

The I. G. M. s.s. DERFFLINGER which left here on the 3rd inst., arrived at Singapore on the 5th inst., at 4 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 10th ult., and is expected here on the 15th March.

The N. Y. K. s.s. KAGA MARU (European Line) left London for this port via ports on the 23rd Feb., and is expected here on the 8th April.

The N. Y. K. s.s. KANAGAWA MARU (Calcutta Line) left Calcutta for this port via ports on the 14th inst., and is expected here on the 14th inst.

The N. Y. K. s.s. PENANG MARU (Bomby Line) left Bombay for this port on the 22nd Feb., and is expected here on the 11th inst.

The N. Y. K. s.s. MIS'IMA MARU (European Line) left Marseilles for this port via ports on the 21st Feb., and is expected here on the 25th inst.

The N. Y. K. s.s. INABA MARU (Bomby Line) left Bombay for this port on the 1st inst., and is expected here on the 19th inst.

The s.s. TSUMA (of the Barber Line) sailed from New York on 14th Jan., and is due to arrive here on or about 14th inst.

The Barber Line s.s. CHALISTE sailed from New York on the 4th ult., for Hongkong.

The Mogul Line s.s. LOTHIAN sailed from United Kingdom on the 21st ult., for Hongkong via Straits and is due to arrive here about the 3rd April.

The American and Manchurian Line s.s. KIOTO passed the Suez Canal on the 4th ult., for Hongkong direct.

The I. O. S. N. s.s. MAUSANG from Fremantle is due at Hongkong on the 12th inst.

The I. O. S. N. s.s. ONSANG from Calcutta is due at Hongkong on the 16th inst.

The Danish s.s. ARABIAN left Port Said on the 26th ult., and may be expected here on or about the 28th inst.

The s.s. A. APCAR from Calcutta left Singapore on the 6th inst., and may be expected here on or about the 12th inst., a.m.

The Mogul Line s.s. PATHAN from United Kingdom left Singapore on Friday last the 6th inst., and is due here on or about the 12th inst.

The Benline s.s. BENARTY from Leith Middlebrook and London left Singapore for this port on the 7th inst., and may be expected to arrive here on or about 13th inst.

The H. A. L. s.s. SENEGAMBIA left Dairen on the 9th inst., a.m., and may be expected here on or about the 14th inst., a.m.

VESSELS IN PORT.

Steamers.

Glenfalloch, Br. s.s. 1,434, Garri 27th ult.—Singapore, 21st ult., Gen.—Chinese.
Kaifong, Br. s.s. 937, H. Mathias, 3rd inst., Halphong, 26th ult., Gen.—B. and S.
Hikosan Maru, Jap. s.s. 2,302, Suzuki, 5th ult., Kobe, 27th ult., Coal—M. B. E.
Telemachus, Br. s.s. 1,350, Fraser, 5th ult.—Saigon, 1st inst., Rice—Chinese.
China, American, s.s. 3,136, H. Thompson, 5th inst.—San Francisco, 3rd Feb., Gen.—P. M. Co.
Halides, Norw. s.s. 1,083, J. Jorgensen, 6th inst.—Java, 26th ult., Sugar—J. C. J. L.
Liscum, Am. s.s. 2,200, W. Barry, 6th inst.—Manila, Gen.—Order.
Rajaburi, Ger. s.s. 1,189, C. Wolff, 7th inst.—Bangkok, 28th ult., Rice—B. & S.
Yatsing, Br. s.s. 1,428, R. Y. Anderson, 5th inst.—Singapore, 27th ult., Gen.—J. M. & Co.
Banri Maru, Jap. s.s. 2,402, T. Soga, 6th inst.—Sourabaya, 28th ult., Gen.—D. and Co.
Dainichi Maru, Jap. s.s. 1,952, N. Suzuki, 8th inst.—Moji, 2nd inst., Coal—M. B. E. & Co.
Dorothea, P. M. s.s. 2,665, A. Maxwell, 4th inst.—Singapore, 1st inst., Gen.—Order.
Glenfarg, Br. s.s. 2,550, Henderson, 7th inst.—Shanghai, 3rd inst., Gen.—Order.
Haiyang, Br. s.s. 1,363, A. E. Hodgkin, 7th inst.—Amoy, 5th inst., Gen.—D. and Co.
Hild, Norw. s.s. 726, Jensen, 8th inst.—Bangkok, 28th ult., Rice—B. & S.
Hue, Fr. s.s. 736, A. Conzelmann, 8th inst.—Halphong, 6th inst., Gen.—A. R. Marry.

Sungklay, Br. s.s. G. Robinson, 8th inst.—Halphong, Gen.—B. and S.
Tamon Maru, No. 1, Jap. s.s. 1,142, J. Kasar, 8th inst.—Saigon, 3rd inst., Rice—Sun Wah & Co.
Albiana, Br. s.s. 2,297, W. Dunbar, 10th inst.—Chingwangtiao, Coal—D. & Co.
Chosen, Jap. s.s. 1,016, N. Yanagi, 9th inst.—Japan, 3rd inst., Coal—O. S. K.
Choyang, Br. s.s. 1,424, M. Courtney, 9th inst.—Shanghai 4th inst., Gen.—J. M. & Co.
Fookang, Br. s.s. 1,987, T. A. Mitchell, 9th inst.—Moji, 3rd inst., Gen.—J. M. & Co.
Haimun, Br. s.s. 841, J. W. Evar, 10th inst.—Swatow, 9th inst., Gen.—D. L. & Co.
Kashima Maru, Jap. s.s. 6,546, M. Yagi, 10th inst.—Singapore, 8th inst., Gen.—N. Y. K.
Kumano Maru, 3,154, K. Soyada, 9th inst.—Saigon, 1st inst., Cutt's fish etc.

—Order.
Ljonnary, Br. s.s. 1,090, W. G. Seak, 10th inst.—Manila, 7th inst., Gen.—J. M. & Co.
Luohow, Br. s.s. 1,220, J. Meathrel, 9th inst.—Shanghai, 6th inst., Gen.—B. and S.
Rubi, Am. s.s. 1,408, James Miller, 10th inst.—Manila, 7th inst., Gen.—S. T. & Co.
Tango Maru Jap. s.s. 2,994, T. Sekine, 9th inst.—Manila, 7th inst., Gen.—N. Y. K.

TIDE TABLE.

9th Mar., to 15th 1914.

Time	High Water	Low Water	Time	High Water	Low Water
Mon.	9 11 34	5 5	Mon.	6 10 27	2 7
Tues.	10 14 4	6 10	Tues.	6 10 31	2 10
Wed.	11 17 21	7 10	Wed.	6 10 33	2 13
Thurs.	No inferior	8 11	Thurs.	6 10 34	2 16
Fri.	No inferior	9 12	Fri.	6 10 35	2 19
Sat.	No inferior	10 13	Sat.	6 10 36	2 22
Sun.	No inferior	11 14	Sun.	6 10 37	2 25

m morning. a afternoon.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cranes. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: No. 4 Queen's Building, 3rd Floor, Telephone 1033.

Panama Canal Tolls Question.

The Foreign Relations Committee of the Senate to-day (says a Washington message to London, dated January 28), had under consideration sixteen general arbitration treaties now pending or determined. The first taken was that with Great Britain, which was allowed to expire at the end of the time limit fixed for its ratification last June, because some senators feared that its confirmation would entail the Panama tolls question being submitted to arbitration. Now that it is generally understood that President Wilson regards the clause in the Panama Canal Law exempting American coastwise shipping from the payment of tolls as a violation of the Hay-Pauncefote Treaty, and now that it is probable that the provision will either be repealed or its operation suspended for a time, the chances of the ultimate ratification of the British and other arbitration treaties are deemed to be good. Leaders of the administration

Commercial.

SHANGHAI FREIGHT REPORT.

Messrs. Wharfedale & Co's freight market report, dated Shanghai, March 5 states.

Since last writing the Homeward Freight Market shows no signs of improvement; the reduction in the rate on seeds will not have, as far as we can judge, any immediate effect in furthering the export of this cereal and not until the troubles in Honan have been finally disposed of are rivals expected in Harkow in anything like the usual quantities.

Reports from the North advise an equally flat market in the way of exports and we are informed that native merchants are taking longer than usual to settle down to business after the China New Year, whilst there are still the same difficulties of transport to contend with in various parts of the country; the bulk of the cargo moving at present is destined for North Continental Ports.

Coastwise: The outlook here is also as unpromising as it was a fortnight ago and the dearth of orders in the market is remarkable; the regular liners manage to keep themselves going on their regular runs but that is about all that can be said. The troubles in the South over the depreciated paper-currency question, as reported in our last, still remain unsettled and until these are cleared up it is useless to look for any revival in trade.

SILK.

Messrs. Chabrieres, Morel and Co. report on the Lyons Silk market:—In our review of the year 1913 we expressed the opinion that some favourable factors of the situation of the silk trade were unduly left in the shade. Although in November and December there had been a great shrinkage in the volume of transactions, looms had been kept in full activity and practically consumption had not been reduced. In the second week of January the attention was roused by telegrams from Yokohama reporting an active demand and higher prices. The latter feeling thus imparted to our market was strengthened by the arrival of orders in silk piece-goods, especially in the line of tiffetas which had been neglected a long time. The demand for the raw material enlarged gradually, and although without excitement became decidedly active. The prominent part of Japan silk in the consumption has given to the Yokohama market during the last month a leading influence in the establishment of a rise, which is of about Frs. 2 on Japanese and Cantons, and Frs. 1 to 2 on all other descriptions.

Consignee

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 12th of March, at 3.30 a.m.

All claims must reach us before the 12th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Managers

Hongkong, 5th Mar., 1914.

Consignee

COMPAGNIE DES MAS-

SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "AMAZONE"

Consignees of Cargo from London ex. s.s. "MEDOC" and "BOSPHORE."

Consignees of Cargo from Havre ex. s.s. "BOSPHORE"

Consignees of Cargo from Bordeaux ex. s.s. "VILLE DE LORIENT."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 16th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me (in or before the 19th inst. or they will not be recognized.

All damaged packages will be examined on 16th inst. at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE, Acting Agent.

Hongkong, 9th Mar., 1914. [1174]

Public Companies

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

THE FORTY-FIFTH MEETING OF SHAREHOLDERS

In the Company will be held at the Company's Office, No. 3 Queen's Road Central, Victoria,

on THURSDAY, the 19th March, 1914, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from 6th March to 19th March, both days inclusive.

By Order of the Board of Directors.

C. PEMBERTON, Secretary.

Hongkong, 26th February, 1914.

CHINA SUGAR REFINING

CO., LTD.

NOTICE.

THE Thirty-Sixth Ordinary

Annual Meeting of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913.

The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON AND CO., LTD., General Agents,

Hongkong, 10th March, 1914.

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE Thirty-Second Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11.15 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913.

The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents,

Hongkong, 10th March, 1914.

Public Companies

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE Forty fifth Ordinary Meeting of Shareholders will be held at the Office of the undersigned at 12.30 p.m. on THURSDAY, the 19th instant.

The Transfer Books of the Company will be CLOSED from the 5th to the 19th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers,

Hongkong, Fire Insurance Co., Ltd.

Hongkong, 2nd Mar., 1914. [1134]

Notices

CANTON KOWLOON RAILWAY.

Important Additions and Alterations to Train Service.

Night Express Trains to and from Canton.

1. The Public is hereby notified that commencing on 16th March 1914 and until further notice a night train service will be inaugurated between Canton and Kowloon and vice versa.

The Down train will leave Canton at 7.15 p.m. and arrive Kowloon at 11.25 p.m.

The Up train will leave Kowloon at 12.45 a.m. calling on request at Taipo at 1.15 a.m. and arriving Canton at 5 a.m. Special Reduced Fares including Star Ferry across the Harbour.

2. About this date on the Fan-lin-Sha Tau Kok branch line the coaches at present in use will be withdrawn and replaced by new Rolling Stock. First and Third class accommodations will be provided. For the convenience of Excursionists and others Special Cheap Return Tickets will be issued to Sha Tau Kok from Hongkong and Kowloon at the following reduced rates:—1st Return \$2.10; 2nd Return (1st class on branch line) \$1.50; 3rd Return \$0.90.

3. Important Alterations in the local train service will also come into force, for further particulars see Timetables which may be had on application at all stations and at the Head Offices Kowloon and Canton.

By Order, H. P. WINSLOW, Manager.

British Section, Kowloon Canton Railway.

By Order, THE ADMINISTRATION, Chinese Section, Canton Kowloon Railway.

NOTICE.

THE interest and responsibility of Mr. Frank Barrington Deacon in our firm, ceased on the 3rd April, 1913.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 25th Feb., 1914.

THE LONDON DIRECTORY

(Published Annually)

Enables traders throughout the World to communicate direct with English.

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Market they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 20/-.

Dealers seeking Agencies can advertise their trade cards for £1, or longer advertisements from £5.

THE LONDON DIRECTORY CO., LTD., 25 Abchurch Lane, London E.C.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to 'The Hongkong Telegraph' office or direct to 37 Hollywood Road, 1st floor, Hongkong, 28th Jan., 1912.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

London Office: 4, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus: \$100,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANKS CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares on all the principal cities in the World.

TRAVELLERS' CHEQUES sold and cashed.

Manager, Queen's Road, Hongkong, 1st Nov., 1913.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,550,000

Head Office.—YOKOHAMA.

Branches:—

Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT

LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 Min.

8.00 A.M. to 9.00 A.M. Every 15 Min.

9.00 A.M. to 10.00 A.M. Every 15 Min.

10.00 A.M. to 11.00 A.M. Every 15 Min.

11.00 A.M. to 12.00 P.M. Every 15 Min.

12.00 P.M. to 1.00 P.M. Every 15 Min.

1.00 P.M. to 2.00 P.M. Every 15 Min.

2.00 P.M. to 3.00 P.M. Every 15 Min.

3.00 P.M. to 4.00 P.M. Every 15 Min.

4.00 P.M. to 5.00 P.M. Every 15 Min.

5.00 P.M. to 6.00 P.M. Every 15 Min.

6.00 P.M. to 7.00 P.M. Every 15 Min.

7.00 P.M. to 8.00 P.M. Every 15 Min.

8.00 P.M. to 9.00 P.M. Every 15 Min.

9.00 P.M. to 10.00 P.M. Every 15 Min.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling \$1,500,000 at 2/-

\$15,000,000

Silver \$17,650,000

\$32,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman

W. L. Pattenden, Esq., Deputy Chairman.

S. H. Dodwell, Esq., G. Friesland, Esq., E. Goetz, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., O. Landgraf, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shullim, H. A. Stabs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb.

MANAGER: Shanghai—A. G. Stephen.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCHE ASIATISCHE BANK.

Capital Fully Paid-up Sh. Tael 7,500,000

Head Office.—Shanghai.

Board of Directors—Berlin.

Branches:—

Berlin, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 415,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. L. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be beaten. It Equals For Bread, Cakes, Confectionery meals with Wines & Liqueurs

Exchange

T/T Selling. 1/11 1/16

Demand 1/11 1/8

30 d/s 1/11 3/16

60 d/s 1/11 3/16

4 m/s 1/11 1/4

LAUNCH AT TAIKOO.

Mrs. Hallifax Christens the Tunchow.

(Continued from Page 4)

After the ceremony Mr. Edkins addressing the gathering said:—Ladies and Gentlemen, I have very much pleasure on behalf of Taikoo in welcoming you here to-day.

Mrs. Hallifax has given us great pleasure in coming to launch the "Tunchow" with good wishes for a successful career on the China seas. In expressing our appreciation of this vessel I would like to add that her association with such an occasion as this seems appropriate in view of her husband's relations with the Native workers of shipbuilding and other industries of the Colony in his capacity as Secretary for Chinese Affairs. (Applause.)

I have no doubt the "Tunchow" will prove a credit to the workmanship of the Natives as well as Europeans who have been engaged upon her. She is built for the China Navigation Co. and intended primarily for service between Shanghai and Tientsin. The "Tunchow" is a step forward in the class of regular liners to Tientsin being an advance in size on vessels regularly trading to that port, and it is interesting to note that she is 30 feet longer than her namesake, the former "Tunchow" which not very many years ago was a favourite ship on the run. That it is practicable to build ships of this increasing size to trade safely to the Tientsin Bund is a tribute to the enterprise of the Tientsin Community and the efficiency of the Haiho Conservancy Board which have brought about the Bar and River improvements. (Applause.)

The "Tunchow" is to be fitted out for a considerable complement of passengers in modern and comfortable style. While for her cargo service she is designed to provide the means of careful and rapid handling of the particular classes of merchandise conveyed on the route.

It is our wish to-day that she should have a smooth and successful career. I have the honour to ask you to drink "Good Fortune and Success to the "Tunchow." (Applause.)

The toast of the ship was duly honoured.

Other Toasts.

Mr. Reid said that at this stage he would like to thank Mrs. Hallifax for coming down to Taikoo Dockyard and very ably performing the christening of the Tunchow. (Applause.) It was to be hoped that the Tunchow would go along as smoothly as the ceremony of christening the ship that day had done. (Applause.) Mrs. Hallifax had told him that that was her first experience of a launching but she hoped that it would not be her last. He thought they had such a ceremony at that dock about every other month and they were always pleased to see anybody there. (Applause.) At the same time he would like the opportunity of asking Mrs. Hallifax to accept a little memento of the occasion. (Applause.)

The presentation took the form of a delightful pendant. The Hon. Mr. E. R. Hallifax then returned thanks on behalf of Mrs. Hallifax for the very kind invitation to perform the ceremony she had done that day, and he

also thanked them for the very kind memento that Mr. Reid had just presented her with. To me the pleasure of christening a ship was unknown, said the speaker. No doubt there had been many men busy on the ship and they had experienced the joy of putting the finishing touches on the job of work, but it was not complete until a lady performed the final ceremony and he was quite convinced that the credit of the whole construction Mr. Hallifax believed was hers (laughter). She had asked him to express good wishes for the ship and he would do so in words familiar to everybody there. Shun Fung Shun Shui, Ping On, Tai Kat (Favouring wind, favouring tide, peaceful life, great success). Colonel Irwin then thanked Mr. Edkins, Mr. Reid and the staff of the Taikoo Docks for their kind entertainment.

Mr. Edkins and Mr. Reid responded and the proceedings closed with the customary formality.

OPTICIAN'S SUCCESS.

Local Gentleman Secures a High Diploma.

Mr. H. Tobias, the proprietor of Messrs. Lazarus and Co., who has been home on ten months leave, has, during that time, sat for and secured the diploma of the Worshipful Company of Spectaclemakers. This, we believe, is the highest honour an optician can secure. The examination was held on November 18 1913, and concerning it the Daily Telegraph says:—

"No pains were spared to make the ordeal not only searching but scrupulously fair. The written papers were prepared by the examiners who themselves got them printed and received and sealed up the answers quite independently of the officials of the company and even of Colonel Davies Sewell, the veteran clerk and secretary to the examination scheme. A valuable condition on which diplomas are awarded is that the company may withdraw from on its terms causes being shown, and by that means it is enabled to maintain a high standard of commercial conduct and efficiency. Another point which is of prime importance is also insisted upon. The optician is not an oculist, and the company inculcates the vital necessity for the optician to refer to the oculist any case in which he has doubts or in which he suspects the existence of pathological defect."

Mr. Tobias returned to the Colony by the Kishima Maru after a good trip.

SILIMPOPON COAL.

BUNKERS

can be supplied cheaply.

SANDAKAN—SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

The Foochow, with the mail from London (via Siberia) of Wednesday the 18th ult., is due to arrive here to-day.

The Devanha, with the English Mail left Singapore on Sunday, the 21st inst., at 5:30 p.m., and may be expected here on Friday the 13th inst., at 10 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 4th ult. and for despatch overland on the 11th ult.

The India, with the mails from London (via Siberia) of Friday and Saturday the 20th and 21st ult., is due to arrive here on Friday, the 13th inst.

The Kiolet, with the American mail ex Nila is scheduled to arrive here on Tuesday, the 17th inst.

MAILS DUE.

Siberian, Foochow, 11th inst.
English, Devanha, 13th inst.
Siberian, India, 13th inst.
American, Kiolet, 17th inst.

MAILS VIA SIBERIA.

Left London Feb. 18
Due Shanghai Mar. 7
Left Feb. 21
Due Mar. 9

MAILS CLOSE TO-DAY.

Saigon—Per LYEMOON, 11th inst., 5 p.m.

TO-MORROW.

Swatow—Per HELENE, 12th inst., 9 a.m.
Japan—Per MOJI—Per BANRI MARU, 12th inst., 10 a.m.
Fort Bayard, Haiphong, Pakhoi and Saigon—Per RUE, 12th inst., 11 a.m.
Straits & India via Calcutta—Per LAISANG, 12th inst., 1 p.m.
Shanghai and North China—Per LUCHOW, 12th inst., 3 p.m.
Shanghai & North China—Per WOSANG, 12th inst., 3 p.m.

FRIDAY 13th Mar.

Swatow, Amoy and Foochow—Per HAI-CHING, 13th inst., 10 a.m.
Philippine Is.—Per RUBI, 13th inst., 3 p.m.

Shanghai and North China (Europe via Siberia)—Per DEVANHA, 13th inst., 5 p.m.
Shanghai and North China (Europe via Siberia)—Per CHINA, 14th inst., 10 a.m.

SATURDAY 14th Mar.

Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per CHINA, 14th inst., 10 a.m.

Straits, Burma, Ceylon, Aden, Western Australia, India, Egypt, and Europe via Brindisi, (Extra Postage 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 13th inst., 5 p.m.—Per INDIA, 14th inst., 11 a.m.

Philippine Is.—Per LOONGSANG, 14th inst., 1 a.m.
Shanghai, North China and Tsingtau (Europe via Siberia)—Per YINGCHOW, 14th inst., 5 p.m.
Shanghai & North China—Per CHOY-SANG, 14th inst., 5 p.m.

SUNDAY 15th Mar.

Swatow—Per HAILUN, 15th inst., 9 a.m.
Swatow, Amoy & Formosa via Tamsui—Per DAIJIN MARU, 15th inst., 9 a.m.

TUESDAY 17th Mar.
Straits and India via Calcutta—Per FOOKSANG, 17th inst., 1 p.m.
Shanghai & North China—Per SHAO-HSING, 17th inst., 1 p.m.
Philippine Islands—Per TEAN, 17th inst., 3 p.m.

WEDNESDAY 18th Mar.

Haiphong and Pakhoi—Per KAIPONG, 18th inst., 8 a.m.
Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe via Naples—Per KLEIST, 18th inst., 9 a.m.

THURSDAY 19th Mar.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco, (Europe via Siberia)—Per E. OF RUSSIA, 19th inst., 10 a.m.
Shanghai & North China—Per ANHUI, 19th inst., 3 p.m.

FRIDAY 20th Mar.

Philippine Is.—Per ALBAN, 20th inst., 9 a.m.
Swatow, Amoy and Foochow—Per HAI-YANG, 20th inst., 10 a.m.
Straits and Burma—Per JELUNGA, 20th inst., 11 a.m.

SATURDAY 21st Mar.

Philippine Islands, Angaur, Yap, Fred. Wilhelms, Raba, Herbertshöhe, Matsuy, Australia, Tasmania, New Zealand, via Brindisi—Per COBLENZ, 21st Mar. 9 a.m.

Shanghai, North China, & Tsingtau (Europe via Siberia)—Per KANOW, 21st inst., 5 p.m.
Philippine Is.—YUENSANG, 21st inst., 1 p.m.

MONDAY 23rd Mar.

Philippine Islands—Per ZAPIRO, 23rd inst., 3 p.m.

TUESDAY 24th Mar.

Philippine Is.—Per CHIN HUA, 24th inst., 1 p.m.

SHIPPING NEWS.

ARRIVED.

Choi Sing, Ger. s.s. 1,021, Moul. vils, 10th inst.—Bangkok, 2nd inst. Rice—B. and S.

Don of A'lie, Br. s.s. 3,735, J. Thomson, 10th inst.—Shanghai, 6th inst. Gen. J. M. and Co.

Halohir, Br. s.s. 1,357, Pa-moro, 11th inst.—Swatow, 10th inst. Gen. D. L. & Co.

Hallvitt, Dut. s.s. 1,090, J. Bakker, 10th inst.—Tientsin, 2nd inst. Ballast—A. P. Co.

H'ranu Maru Jap. s.s. 8,520, H. Frater, 10th inst.—Shanghai, 6th inst. Gen.—N. Y. K.

Mark, Ger. s.s. 5,091, E. Loewe, 10th inst.—Shanghai, 7th inst. Ger. M. and Co.

Sarta, Ger. s.s. 992, A. Jensen, 10th inst.—Bangkok, 2nd inst., Rice—C. and S.

DEPARTED.

March 11.

Washing for Singapore
Luchow for Canton
Sado Maru for Yokohama
Eiger for Newchwang
Telamachus for Singapore
Chingchow for Kwa-tsun
Hailots for Balikpapan
Kwang Lee for Shanghai
Kashima Maru for Yokohama
Kaji Maru for Foochow
Hakusima Mar. for Karatsu
Matsumoto Maru for Wai-matsu
Bermuda for Hamburg
Liaochow for Char-shai
Kwangchow for Shanghai
Kwangchow for K. C. Wan
Kiang Ping for Chinkiang
Mark for Bremen
Heijo Mar. for Hong Kong

CLEARANCES AT THE HARBOUR OFFICE.

March 10.

Hirano Maru for London via Singapore
Kumano Maru for Melbourne via Manila
Tango Maru for Yokohama via Nagasaki
Tihara Maru for Batavia via Banka
Yingchow for Canton
Marie for Manzanillo via Moji
Choyang for Canton
Sungshing for Haiphong via Hoehow
Dorothea Rickmers for Valdivostock

March 11.

Haimun for Swatow
Taming for Iloilo via Manila
Kwangshah for Canton
Helene for Swatow
Hild for Bangkok

PASSENGERS ARRIVED.

Per s.s. Hirano Maru from Shanghai etc. on the 10th inst.—Mrs Ma Don-shun, Miss Ma Don-jou, Mrs Ma Shou-yo, Mr. Ma Don-shu, Mr. Ma Shou-yo, Miss T. Doyle, P. L. Mark, W. L. Goff, K. Minato, W. A. Doyle, T. R. Wolf, Mrs T. R. Wolf, Mrs M. E. Stephenson, E. Volbrach, Mrs M. Cottrell-Dorner, Carl Bender, Y. Yokoyama, T. Dietl, C. D. Wazzy.

PASSENGERS DEPARTED.

Per s.s. Kumano Maru for Australia on 11th inst.—Mrs Clark, Miss Aulon, Mrs H. M. Healy, R. R. Reid, Mr. and Mrs. Boyce, F. O. Chang, Reader, B. Arscott, J. M. Martin, Miss E. Valentin, Lekha, Mr. and Mrs. Kretschmar, John, E. Hope, Misses Doyle, A. Petuchin, W. D. Doyle, P. L. Mark, Mrs. G. G. Goodale, Calder Smith, Mrs. and Miss Pang, F. Gutierrez, Theo. Sutherland, J. Maclellan, W. Cowley, Capt. Ruel, Mr. and Mrs. Hynes, Geo. Choy, Yung Chor, Pang, Messrs J. Christie, J. Duffy, J. Smith, S. J. Gruning, Davidson, Huxley, A. Butcher, E. Can, Ah Yee, Lui Hoe, Lee Loy and Hog Wee.

Per s.s. Kashima Maru for Japan on 11th inst.—Watanabe, Shimizu, Lt. Col. H. Learson, Mrs. Pearson, Mrs. Gault, Nune Lucas, Mr. and Mrs. Couper, Iwamoto, Mrs. Watanabe, S. Nagasaki, Gilman, Ikeda, Miss Greene, Mr. and Mrs. Dew, Con & Mrs. Akita, Hago, Chosha, Mrs. Swindell, Shibusawa, Mrs. Waddell, Mrs. Fukuro, M. Araki, Wagon, H. Gochi, J. Hachimoto, Hason, Sagami and Kawai.

SHIPS PASSED THE CANAL.

London, 10th Mar.
Arrivals from China—Jordillere, E. F. Feodinand, Tokushima Maru.
The following vessels have passed the Canal—Benavon, Brizgavin, Annam, Don of Crombie, Lothian, Phenilus, Uckermark.

Oysters, Fresh, Fried or Stewed.

Findon, Biddocks, Kippers & Co. ALEXANDRA CAPE.

WEATHER REPORT.

On the 11th at 11.05.—The anticyclone is now central to the north-east of Japan. Pressure is still low over Annam and the China Sea. It has decreased slightly along the coast from Wei-Hai Wei to Tientsin.

Light or variable winds and fog are indicated along the coast of China, and variable winds with squally weather over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E. winds, moderate; overcast; fog, occasional rain.
2 Formosa Channel	N.E. to variable winds, squally.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

11th March, a.m.

Station	Hour	Barometer	Temperature	Humidity	Winds	Weather
Wootock	7a	30.31	30	ss	10	
Namuro	6a	30.42		nw	3	
Hakodate		30.43			0	
Tokio		30.36			2	
Yokohama		30.13		sw	1	
Nagasaki		30.01			0	
Kashima		29.98		se	3	
Oshima		29.95			0	
Naha		29.95		se	1	
Ishijima		29.95		se	0	
Bonin Is.		29.99			0	
Wharfedale		30.07	41	ss	4.0	
Enkang						
Shanghai		29.93	43	n	10	
Guthrie		29.93	44	n	20	
Shanghai	7a	30.13	56		1	
Amoy	6a	29.90	66	se	2	
Swatow	7a	29.91	61	se	0	
Taihu	5a	29.91			0	
Taihu		29.92			0	
Kochan		29.93		se	2	
Tientsin	6a	29.91		se	2	
H'kong	6a	29.83	71	se	2	
Gay Rock		29.84	65	se	3	
Macao		29.82	63	se	3	
Wuchow	7a					
Pa-hoi						
Holow	6a	29.81	70	se	3	
Phullen		29.80	77	sw	4	
Tientsin		29.89	75	se	2	
O. St. J.		29.80	71	sw	1	
Aparr		29.91	67	se	1	
Manila		29.91	71	se	0	
Legaspi		29.93	83	se	2	
Iloilo		29.95	85	se	2	
Beaolod						
Beaolod						
Lahuan						

T. F. Olaxton, Director.

Hongkong, Observatory, Mar. 11th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
	at 8 a.m.	6 a.m.	10 a.m.
Barometer	29.92	29.88	29.84
Temperature	65	65	75
Humidity	95	97	89
Wind Direction	E	E	SSW
Force	5	5	3
Weather	od	od	o
Rain	0	0	0
Biggest rain at			
Lowest			
H.K. Observatory, 11th Mar.			
T. F. OLAXTON, Director.			

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Mar. 14 CHINA Mar. 16 Mar. 12 MANCHURIA Mar. 14

Mar. 31 NILE Apr. 2 Mar. 13 NILE Mar. 15

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WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via U-ual Ports of Call	India Capt. C. C. Talbot R.N.R.	noon 14th Mar.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles	Nile Capt. H. Powell	about 18th Mar.	Freight & Passage
SHANGHAI	Devanha Capt. W. R. Hickey	5 a.m. 14th Mar.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Nubia Capt. F. J. Fox	about 21st Mar.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to

E. A. Hewett, Superintendent.

P. & O. S.N. Co.'s office,

Hongkong, 9th Mar. 1914

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.	To sail on
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ABERDEEN & BREMEN.	Kielst Capt. L. Maass	17,000 { WEDNES, 18th Mar. 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Yorck Capt. F. Loeser	17,000 { About THURS., 19th Mar.
M.L.A. YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblenz Capt. H. Schmitt	6,750 { SATUR., 21st Mar. 9 a.m.
KOBE	Prinz Sigismund Capt. A. Hurtzig	6,000 { About TUESDAY, 31st Mar.